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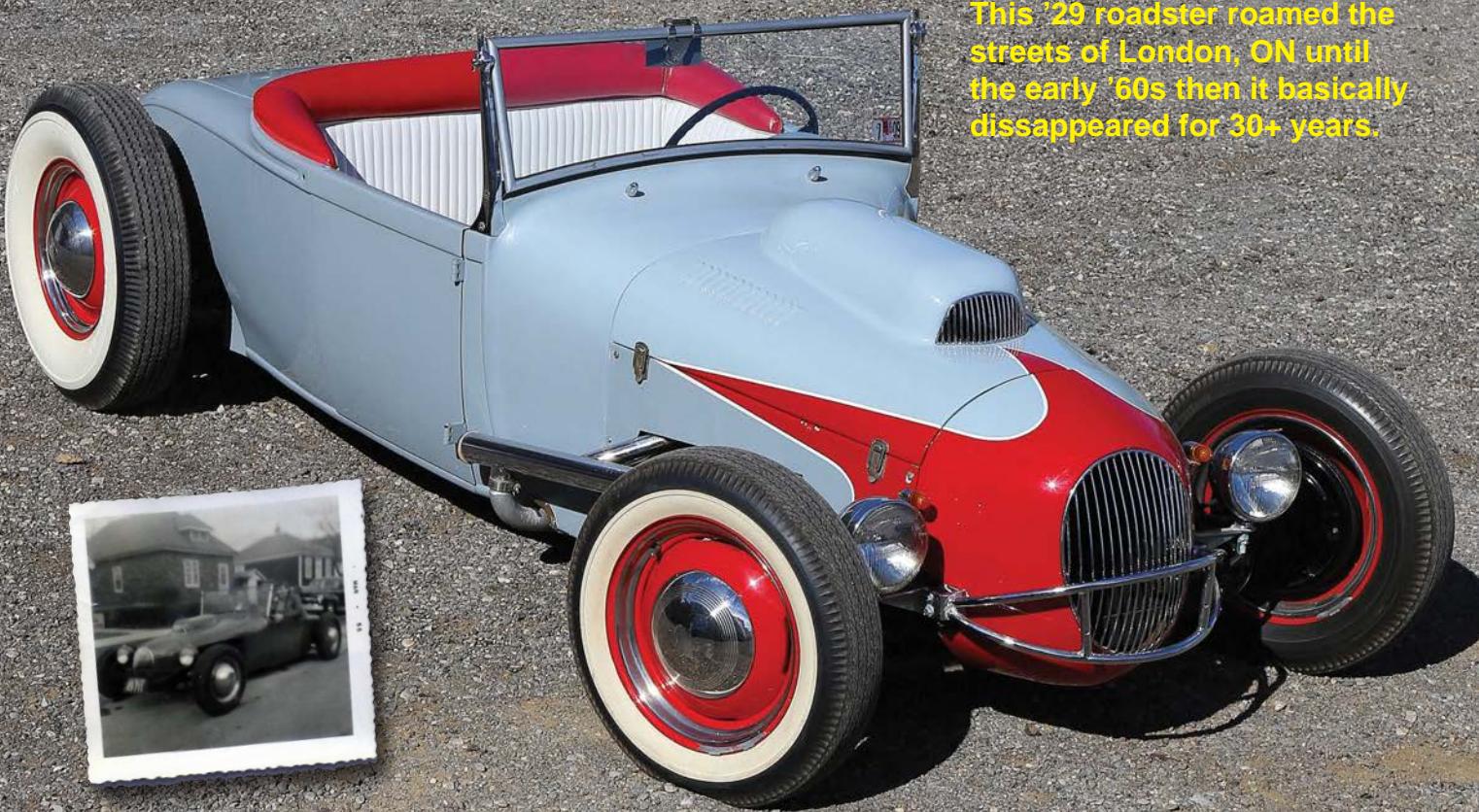
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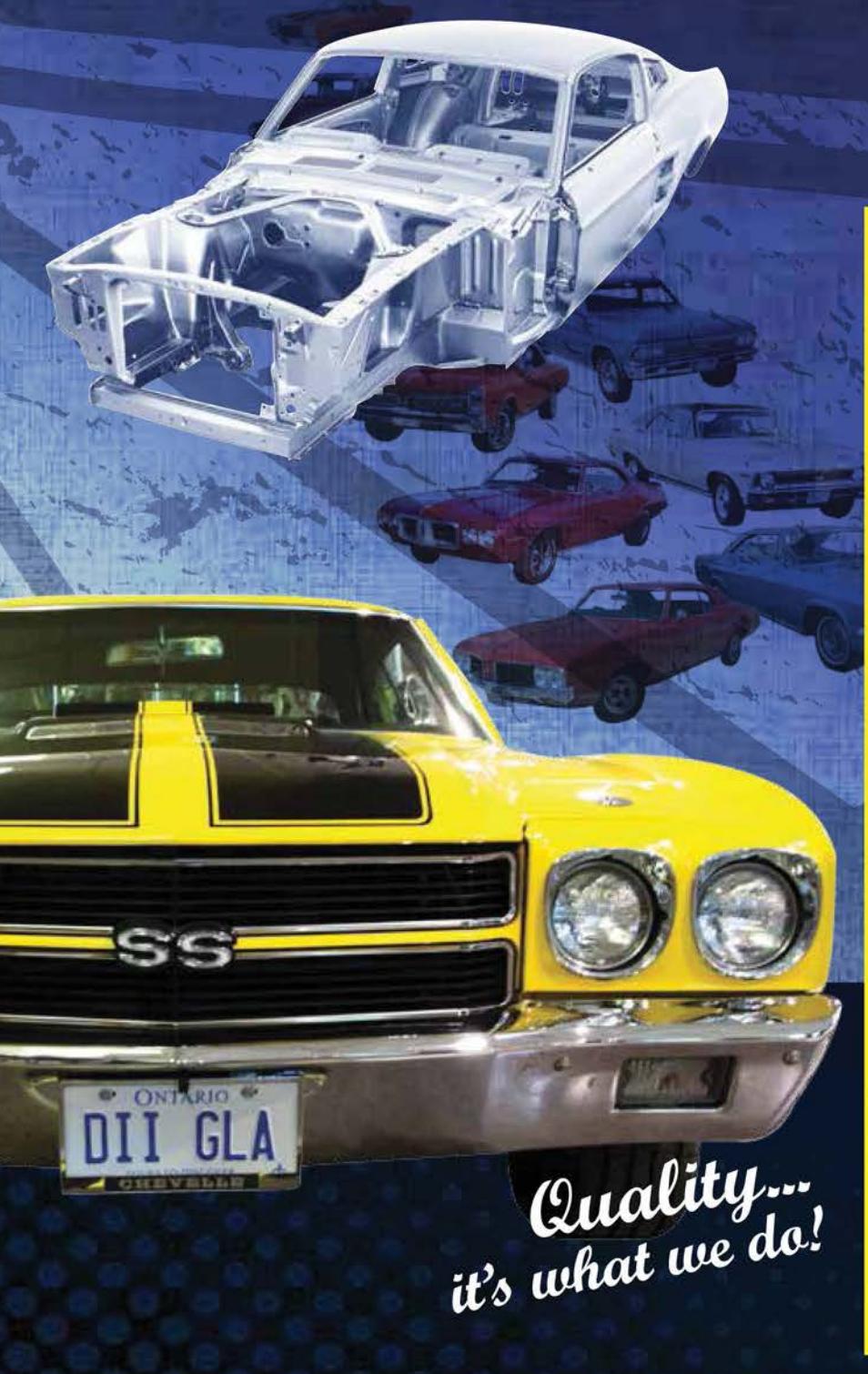




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EDITORIAL/SALES

Publisher/Editor
Terry Denomme

Editorial Assistant
Patty Denomme

1-888-753-2111

CONTACT US

Office — 250-753-2722

Toll Free — 1-888-753-2111

US Toll Free — 1-888-674-6757

Cell — 250-327-1383

Fax — 250-753-2721

info@canadianhotrods.com
canadianhotrods.com

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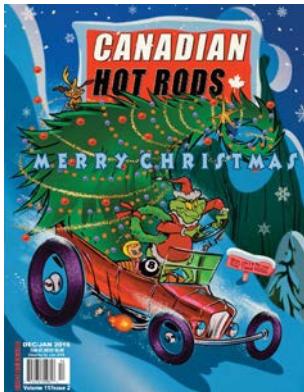
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In Greek tragedies hubris always led to a hero's downfall. I read enough of those stories in high school and university for the lesson to sink in. But of course it didn't and I paid the price.

A few weeks ago after the regular Friday car club lunch I jumped in my Project Daily Driver '65 Ford Country Sedan wagon and fired up the fresh full roller 351W and was demonstrating to a few buddies the magic of my electric exhaust cutouts.

The wagon was finally performing as the daily driver I envisioned more than a year ago when I first pulled the original, tired 289-ci engine. The Edelbrock EFI was all sorted out and the new power steering meant it was a pleasure to maneuver in parking lots. There was still a lot left to do, installing a carpet and A/C system are tops on the list, but I was putting miles on it.

The transmission had also been "slippy" but then it had been when I bought the car in 2010 and I had learned to live with it. Fixing this was on my "to do" list but I figured I got away with it for three years so I could get away with it for a while longer. Hubris.

During the cutout demonstration another one of the club members wheeled by in his SBC '67 El Camino and did a brief brake stand burnout. Nice. Of course my buddies looked at me with raised eyebrows expecting a response. So, I dropped the tranny into low and applied slight pressure on the pedal at first gently pushing down on the go pedal. Nothing. The motor whined but the rear wheels remained motionless. I pushed a little harder on the throttle and the rpms built up. Nothing. Hmm...maybe I just shouldn't be a baby and get right into it. Bad advice. Suddenly the motor screamed and thick white smoke

started pouring from under the hood. You know, the kind of smoke that screams "FIRE". The car was put in park, the hood popped and the source of the smoke was pretty easy to determine. The tranny had jettisoned the dip stick as well as copious amounts of fluid onto the headers. Hmmm. That can't be good.

I jumped back into the car and put it in gear. Nothing. The car wouldn't roll forward. I dropped it into second gear and it crept slowly forward in a manner that didn't equate with the amount of pressure I was putting on the throttle pedal. Same thing in first gear. I put it in reverse and it backed up fine but forward gears were clearly wounded. My shop was only a few blocks away and I thought I could maybe limp back home, but just out of the pub parking lot I encountered a slight incline on a side street and the wagon would not climb it.

Clearly, the tranny was pooched. When the car was dropped by the ramp truck I let it sit for a week while I built up the courage to remove the transmission and discover just how expensive my prideful stunting had been.

Soon after taking it to a local transmission guru, I received a few texts with photos attached. One of those photos was the one at left showing an abundance of metal slurry in the transmission pan. Turns out my little "small case" FX transmission needed new clutches, bands, pump stator, etc, etc, etc. Some \$2,000 was going to be the repair bill.

Friends advised me to put in an AOD or buy a used C4 but that meant changes I didn't want to make. (I have a bit of a "Bone Stock" streak and wanted the car to have its beefy original "wagon" transmission.)

The transmission is complete now and sitting on the floor in my shop. Since pulling it and the engine I've decided I might as well rebuild the steering column and install the dual master cylinder and front disc brakes I'd always wanted to install. I'm also going to probably use a Painless wiring kit that's been sitting on a shelf for a few years waiting for an appropriate project.

It means the car probably won't see the road again for a few months but I'm contrite and willing to accept the penalty of my pride. The household banker has another name for what I did and it's called "stupidity" but there is no glory in stupidity. At least hubris can be mistaken for heroism and as a veteran hot rodder I can chalk this up to research. I was just trying to find the car's next weakest link. Now there is one less part that might let us down on the next long road trip.

Stay tuned for the next weakest link update.



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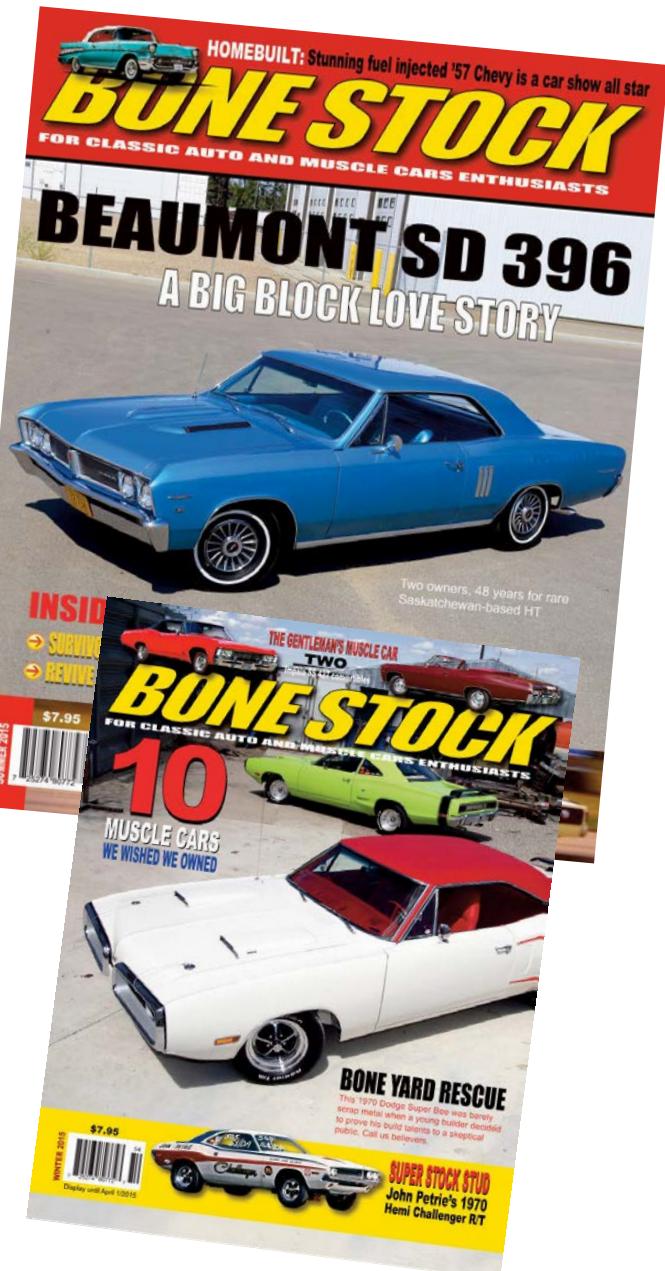
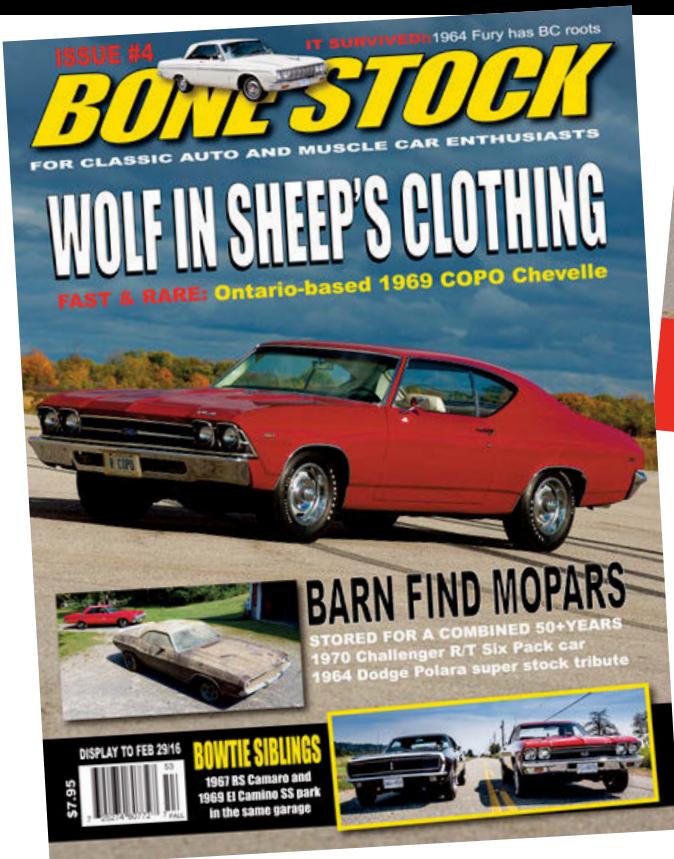
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OLD DRAG CAR PHOTOS

I have just read the Oct / Nov 2015 issue of CHR. Great magazine by the way. On page 13, of this copy are some pictures of Stock and Super Stock cars that were competing at the 1969 NHRA Points Meet at Mission Raceways. I attended this event, and took some photos myself. The Olds 442, pictured was a car driven by Pete Kost, and sponsored by the Smothers Brothers Racing Team.

If you Google: Smothers Brothers Racing Team, there are more pictures of this Olds, along with several other Oldsmobile 442's on this Team. Cool stuff eh.

I did not take pictures of the Gassers or the Charger Funny Car, but figure they were also at this event in 1969. All of this racing occurred at the older track in Mission.

Norm Roaf
Vancouver, BC

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HOT ROD GIRL

This note is not intended for "The Dept. of Corrections", but rather "The Dept. of Information".

I just received my latest edition of Canadian Hot Rod and I'm really pleased to see a write up on the East Coast Nationals in Moncton, complete with a photo of "my" 1930 Model "A" Roadster.

I need to mention something about "my" roadster... it's not all "mine". My girlfriend of over 30+ years, Barb Balanyk, has a half interest in it due to the fact she welded, sanded, lifted, greased, straightened, and got real dirty out in the shop, right beside me, throughout the whole six year project.

Barb is not new to hot rodding, having been driving her own '34 Ford

pick up since 1991, and being a full fledged "Lipstick Girl" right from the beginning. (I'm assuming the readers have met, or read of the annual girls only, Lipstick Run to all points, and beyond, for the last 22 years.)

Anyway, the point is, my name always gets mentioned with regards to OUR '30 "A" Roadster, but never Barb's, even though her name is always on the window tag. The car would not have been built without her efforts.

Thanks for letting me add just a little information concerning our Roadster.

One more thing. After attending the Atlantic Nationals, our group, consisting of Kathy and Marlene Milne (Winnipeg), driving Kathy's '38 Chev, and Lex and Dave Milne (Wpg. '37 Chev.) went to Newfoundland and beyond, with Barb and I taking our Roadster to Labrador.

This is one awesome country, full of great people. The three Hot Rods did the 9,656 miles, (42 days) with no major problems.

Thanks for a magazine I look forward to finding in my mailbox.

Rob Rose
Brandon, MB



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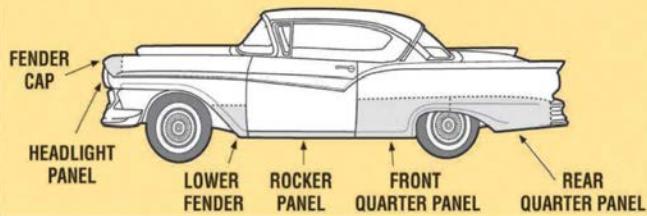
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The RED BARN Rumbler

.... Is a look back at a traditional racing styled Hot rod. Take one simple 1932 Ford Sedan, start with removing all excessive parts (fenders, running boards, etc, etc.) A simple 3.5 chop with a nice angle cut will suffice for that low and mean look. Shave all necessary body parts and liberally sprinkle louvers fore and aft on the body. Set up the chassis with a timeless rake. Stance is Key. A Q/C or Ford 9 out back will suffice,..held together with the time tested ladder bar set up. A dropped early Ford axle with razor sharp hairpins will set the mood up front. Fill the roof with a solid made insert. Powerplant can be a choice of many.....

Chevy, Buick, Chrysler or maybe the Venerable Flathead.

Interior is also in the traditional flavour, solid black 1932 Ford bench seat that nestles the 4 speed stick. An interior tonneau cover keeps the gear stowed away for the longer hauls to the distant tracks. A set of vintage King Bees keep the road lit and 46 Ford tail lights keep the civilians at a good stopping distance away. Nothing more but to spray the entire package in a deep 1952 Coral Flame red from Ford. Simply turn the key and start winning races.

Notwell
+ EQUIPPED



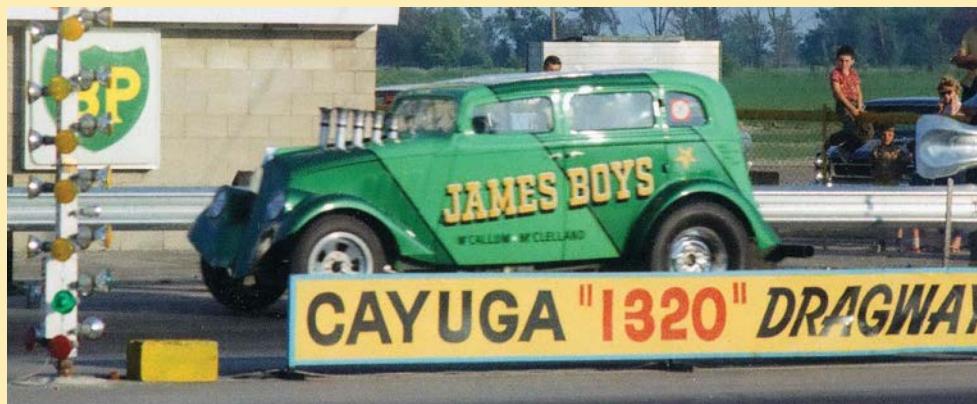
JULY 1969: NHRA CAN-AM DRAGS AT CAYUGA DRAGWAY

In 1969 Roger McCrindle of Lindsay, ON was a drag racer who campaigned a 1968 Burgundy Chevelle Malibu with a 327/4-speed combo but during the CAN-AM Drags in Cayuga, ON on July 5, '69 instead of working the 4-speed he was working the lens on his 35mm camera capturing some great shots, some of which are included on these two pages. Thanks for sharing Roger.

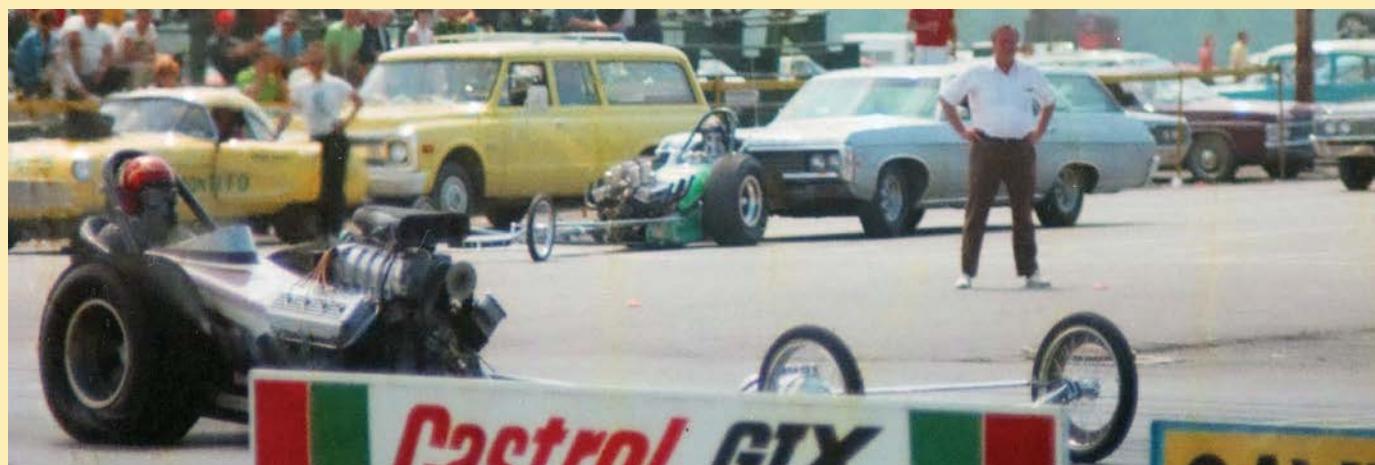
While we have some very cool photos we don't have information for most of them. As usual, if you recognize the cars we would love to hear from you. Even in 1969 this Chassis Research digger would have been considered vintage. Scotty Fenn was building the TE-440 chassis in the late 1950s.



Save for the names on the door I didn't get any info on this early '50s Austin Gasser. Looks like a '69 Stingray in the near lane.



The legendary James Boys 1933 Willys was owned by Jim (K.S.) McCallum and Jim McClelland. McCallum passed away in September of 2012. The original James Boys Willys is currently owned by Eastern, ON's Glenn Roque. Southern, ON's Paul Dunbar built a clone of this car which is now a part of the Doug Cadman (Courtland, ON) collection. At left, the famed Karbelt Fiat vs Newell Brothers Austin.



The hemi-powered rails in both these photos are very cool but I love looking in the background at the push car wagons. In the top photo the rail in the staging lanes is pushed by a '69 Chevy wagon and I love the yellow 1956/57 Corvette with 1969 Suburban support truck. Below, a 1964 Pontiac wagon looks killer in Cragar SS wheels...still my favourite wheel style of all time.



WE'D LOVE TO SHARE YOUR OLD PICS WITH CHR READERS

If you'd like to share pics of your old hot rods or drag cars simply scan and email them to info@canadianhotrods.com. You can also mail the pics to My Car Publications at 978 Waddington Road, Nanaimo, BC V9S 4T9 though also include return postage if you'd like the photos returned.



LAST CHANCE CAR SHOW Welland, ON, September 27

Photos by Terry Denomme & Dave McKee

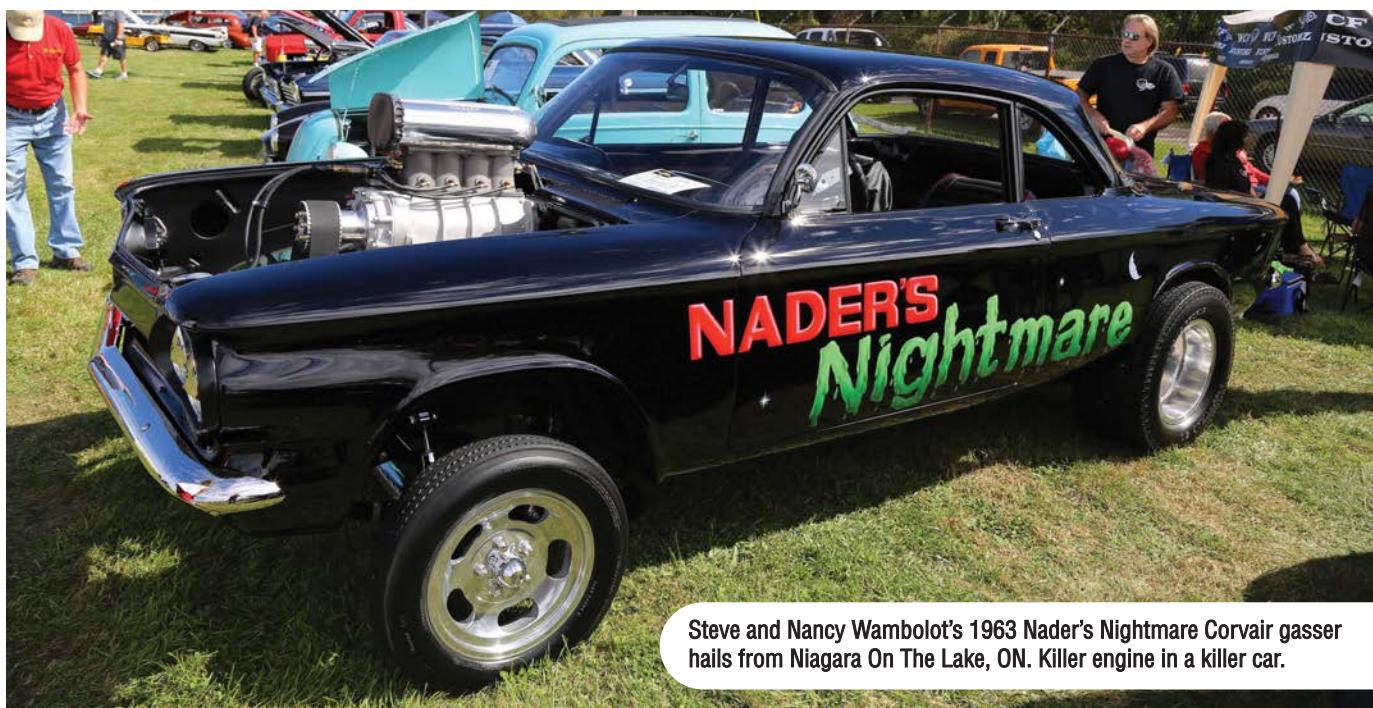
Wow. That's was my first thought as I was setting up the Canadian Hot Rod's display trailer at my first Last Chance Car show September 27 at the Niagara Regional Exhibition Fair Grounds. It was not even 8:30 AM and hundreds of cars were already parked and a constant stream of vehicles continued to drive through the front gates. By 11 am the stream of vehicles had slowed but hadn't abated. The 35th edition of this Welland, ON car show, hosted by the Sunset Cruisers Car Club, attracted 1,600+ plus cars and more than 100 swap meet vendors.

We will definitely be back and if you're in Ontario at the end of September put this car show on your must-attend list. The show's key goal is to raise funds for Tender Wishes, a volunteer-run organization that grants wishes for children with life-threatening illnesses. For more photo coverage of this show go to the GALLERY section at canadianhotrods.com.



One of my favourite cars on the grounds was this slammed 1953 Chevy Sedan Delivery. Love the custom made fender exit headers and that triple deuce carb setup. So cool.





Steve and Nancy Wamboldt's 1963 Nader's Nightmare Corvair gasser hails from Niagara On The Lake, ON. Killer engine in a killer car.



Manufactured by Ford of Canada in Windsor, ON this 1954 Monarch is now a super clean mild custom running an early '50s dual carb Cadillac.



SHOW COVERAGE: LAST CHANCE CAR SHOW

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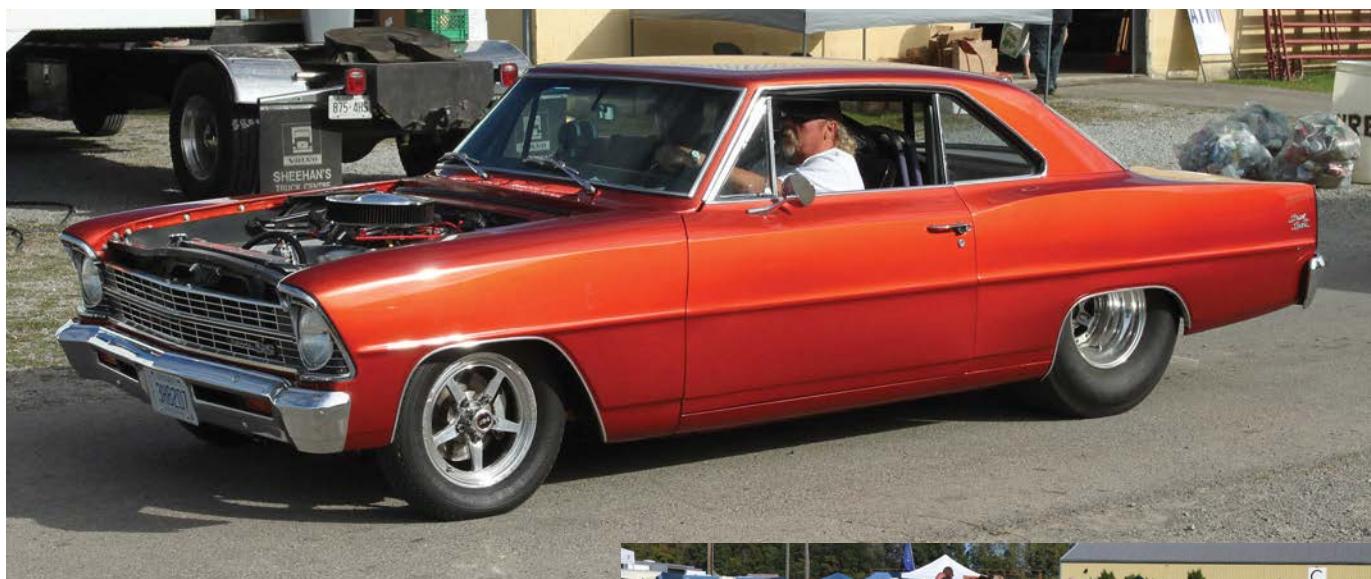




Ed Van Osch of Ridgeway, ON inherited this real steel 1932 Ford 5-window coupe from his brother Rene who built it in the 1960s. Engine is a 1939 vintage Ford Flathead V8 with Offenhauser heads with dual manifold bolted to a 1942 Ford truck transmission. The rearend is a 1939 Ford unit while upfront 1940 Ford pieces means juice brakes. Car is a true hot rod survivor.







Two SS Novas and an Acadian that caught our attention as they prowled the fair grounds.



1967 Chevy Impala SS — one of my favourite body styles.



Mike Vandervoet's 1960 Chevy Parkwood wagon makes today's SUV's look like junk.

SHOW COVERAGE:LAST CHANCE CAR SHOW

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Welland, ON is across the border from upstate New York and Ron Monnion's super sweet custom 1953 Buick Super hails from West Seneca, NY. Gorgeous car. Below, Bob Wilson's custom 1957 Ford HT was from Wheatfield, NY.



ALCOHOL

THEY SAY TOO MUCH ALCOHOL CAN KILL YOU BUT DON MACGOWAN'S '63



L LABUSE

1972 CHEVY II IS THE KIND OF ALCOHOL ABUSE WE CAN'T GET ENOUGH OF



PHOTOS BY BRITTON LEDGINHAM/STORY BY BILL ROBERTSON & TERRY DENOMME



When you look at Don Macgowan's 1962 Chevy II gasser it seems obvious he had a solid vision when construction began but the project wasn't exactly the result of years of planning. It actually began because Macgowan decided to organize his shop one day and realized he had an abundance of parts lying around that were too good to toss out or sell off.

In his pile was an old LS7 454 that had been built a few years back with ported World heads, a Comp roller cam, forged pistons and a healthy bottom end, a newly rebuilt Powerglide with a trans brake and 8" TCS convertor left over from his Altered drag car. Hmmmm.

While thinking of maybe taking the engine and transmission to a swap meet he came across a narrowed Dana 60 he forgot he even owned as well as an old straight axle that was leaning up against the fence out back. He realized the hot rod gods were trying to tell him something and that something was that he was supposed to build a killer gasser project. It wouldn't be his first.

"Gasser's were always cool, even back from watching drag racing when I was a kid," says Macgowan. "I liked the rake, the stance, the look and the performance. As the

predecessor to the funny car, Gasser's will always catch my attention."

The project wouldn't even be his first gasser. His first was a '62 Ford Falcon with a SBC he build in the early 1980s. In 2005 he built another Falcon gasser, a 2-door wagon with a SBC and a tunnel ram he drove on the street. About four years ago he also built and still owns a 1955 Chevy Blown '55 Chevy 2-door post street gasser. "That one got ball joint spacers and big block springs up front for the stance and radiused wheelwells out back with some 12x31 Mickey Thompsons out back," says Macgowan. "It drives out great and still has the Gasser appeal."

Despite frequently whetting his gasser appetite Macgowan had to do it again but the one thing he didn't have to start the project was a car to put all this stuff in. After scouring the internet, a few options were available and one was a '62 Chevy II located in Lethbridge, AB. Macgowan dialed the owner's phone number and was surprised as the person he called answered "Hi Don, what's new?" Turns out the Chevy II owner was an old friend from Calgary who moved to Lethbridge.



Alcohol Abuse is a fitting name for a '62 Chevy II running a Crower injected, alcohol-fed 481-ci big block Chevy under its hood. The BBC is stuffed with 12.9:1 forged pistons, LS7 rods and steel crank, ported and polished World Products square port heads, Crane .815 lift solid roller cam, lifters, and rockers, Crower 3" injector with Enderle 80 DSR pump, MSD ignition and wires, Patriot headers ceramic coated by Impact coatings, HV 77 oil pump, Milodon pan, Rodeck 481 valve covers. Stock case Powerglide rebuilt using a TCI Pro tree brake and internals, TCS converter, Hurst Shifter. Driveshaft was custom built by Xtreme driveline in Red Deer. Macgowan believes the engine should make 700HP on alcohol and run 9-second 1/4-mile times.



Front wheels are 15x3 Rocket Racing Gasser models with M&H Front Runner tires. Macgowan can't remember what make the 16X16 rear wheels are but thinks maybe Centrelines shod with 16x17x34.5 Hoosier slicks. A Simpson chute will help slow things down.





Out back the narrowed Dana 60 is stuffed with Strange 5.13 gears, a spool and Moser 35 spline axles. The ladder bars are custom built and QA1 coil over shocks make up the suspension with Wilwood disc brakes and custom built wheelie bars. The chassis custom built square tube chassis and full cage fabricated by Doug Beagle. The front axle is from a 1949 truck modified with Flaming River Rack & Pinion, Speedway front disc brakes, Competition Engineering adjustable shocks and custom leaf springs.

A deal was quickly worked out and thanks to Tom Bachelor arrangements were made to pick up the car. The shell of the car was loaded onto a body dolly and then onto an open deck trailer. The car's interior was stuffed with an abundance of trim pieces and chrome. The drive back to Penhold went well until the wind kicked up by Calgary and a gust blew some of the chrome from the inside of the car (no glass) onto HWY 2. This happened during rush hour traffic and luckily the piece went into the ditch out of harm's way but there was no way the transport team could stop to retrieve the rogue piece.

Once safely home the Chevy II was unloaded and dismantled while a plan on how the build would go was quickly sorted out. For starters it was decided that rather than using the stock chassis, it would be easier and better to build a new chassis.

Because he has years of experience with this type of built, Doug Beagle was called upon to do the job. Beagle cut the floor, firewall and trunk out leaving just the roof and quarters to start with. Beagle then built a new chassis using square tubing while also constructing a full cage.

With the body mounted on the custom chassis Beagle went to work hanging the Dana 60 rear end four inches forward of the stock position — for that AWB look — and on coil springs with five foot long custom-built ladder bars to stop the axle wrap. Luck had it that Macgowan had a pair of extra wide 16x16 wheels that came off Mike and Ed Grekul's nitro funny car. "I think they might be Centerline," says Macgowan. "I've been online numerous times and can't find the make." What really matters

though is that wrapped in 16x17x34.5 slicks the mystery wheels fit like a glove. The rear wheel radius was moved four inches forward to accommodate the axle position and then radiused to fit the steamroller slicks.

Beagle then mounted a modified 1949 Ford truck axle and came up with the rack and pinion idea that was solid mounted to the axle which should help minimize bump steer. A compression unit was also incorporated to the steering shaft in case of any wheel stands. Adjustable Comp Engineering shocks were also mounted. The front axle was also mounted 4' further forward to keep with the Altered Wheelbase vibe.

The body work on the car was finished by Shawn Hodge and then painted with Chevy Victory Red paint in Ponoka, AB by Virginia McAfee. The metal flake job came out awesome and the car's signage was hand lettered by Ace Fine Lines. "There is at least a pound of flake there with four coats of clear on top of it," says Macgowan.

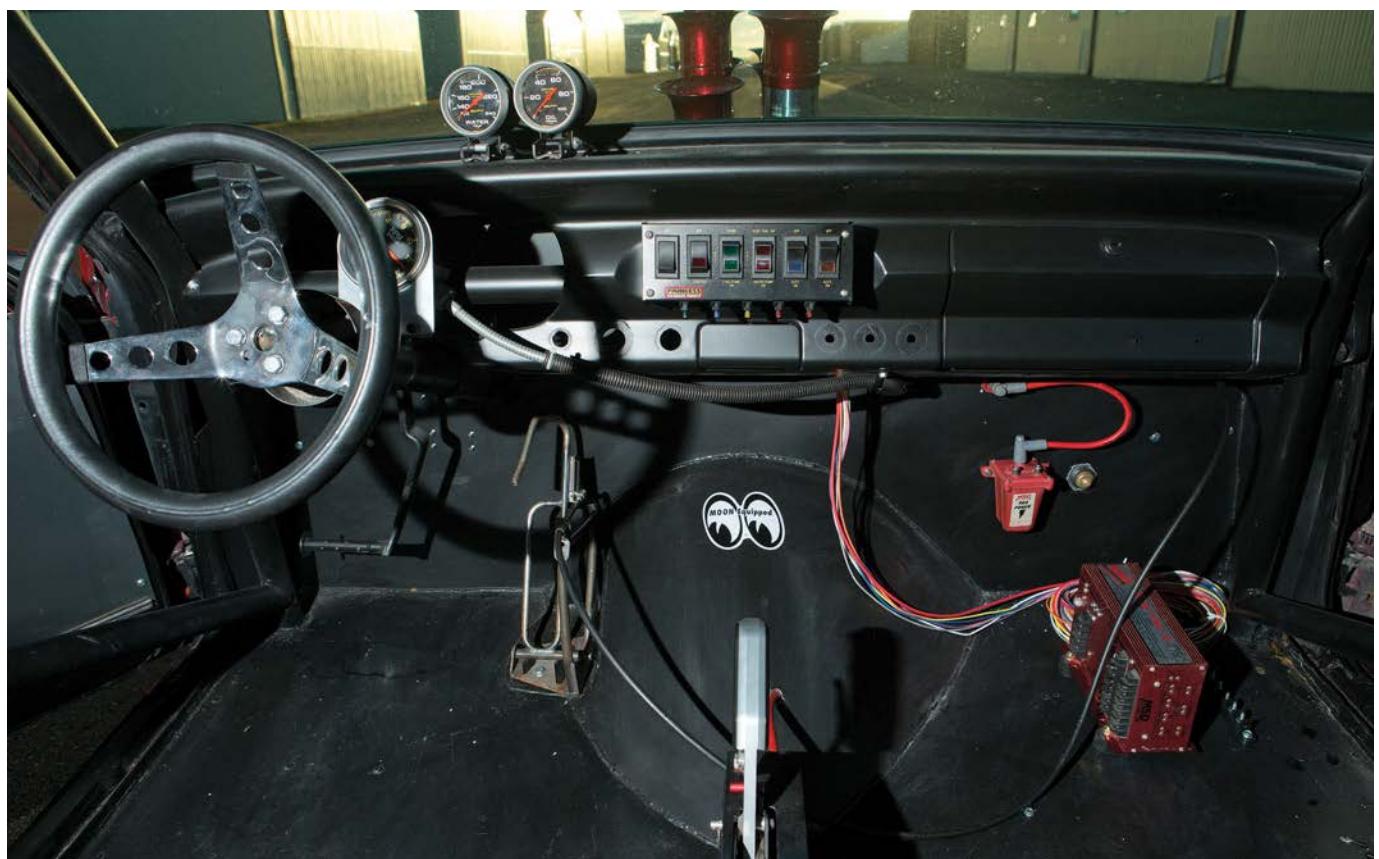
Plans are to race the car in 2016 in the Gasser Get Down portion at both Langley Loafers Old Time Drags events which take place at Mission Raceway Park in Mission, BC and at NL'AKAPXM Eagle Motorplex in Ashcroft, BC. "We hope to see the bumper dragging off this old girl," says Macgowan.

Us too.

Alcohol Abuse hasn't even been broken in yet and Macgowan is already thinking about his next project. "We just picked up a '49 Prefect project that is on the drawing board for a future build," he says. Besides spare parts, it seems he is also never short of inspiration.



The spartan interior includes a five-point harness and race seat. There is also a Cold Fire system in place. A Moroso cable driven tachometer and Autometer gauges monitor engine performance and a custom "go" pedal was fabricated from round bar.



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By Terry Dyck

BACK TO THE BASICS: Part 4 The Bead Roller

In this installment we will have a look at the bead roller. This is easily the most used piece of equipment in my shop. There are a wide variety of machines available on the market today. Entry level machines are typically manually operated and in a lot of cases require two people to operate them efficiently. Power beading machines are available with light duty and heavy duty motors and many are offered with forward and reverse capabilities. There are also different throat depth variations to choose from.

The machine I will demonstrate on is a mid-range 36" throat with a heavy duty industrial motor. With a 3 foot throat, a 6 foot piece can be worked. After owing this machine for a few years now, I realize that a 24" throat would have been adequate (but don't tell my wife that). I don't recall ever requiring that full 36" capability.

This beading machine has two shafts that are driven by an electric motor. The end of the shafts accept beading dies. The crank handle located on the top of the machine is to apply pressure to the top shaft, and essentially press the 2 dies together.



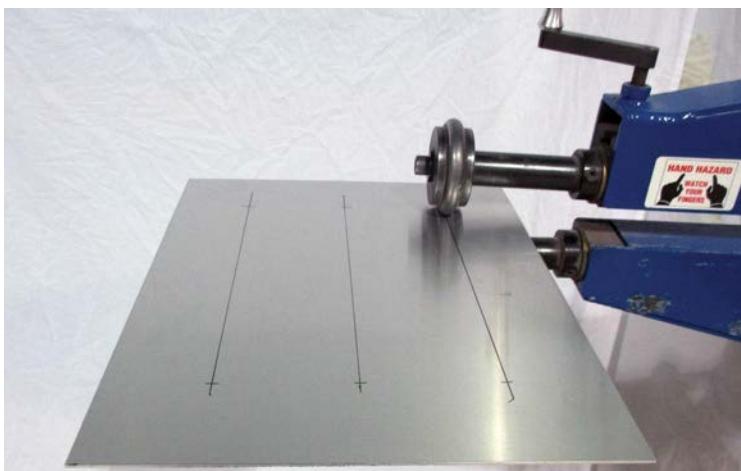
The electric motor is mounted to the back of the machine. This model has forward and reverse capabilities, however the manufacturer does not recommend using the reverse setting under pressure. This option is still handy on complicated pieces to make multiple passes as well as ease of repositioning the dies on the work piece.



This is the foot pedal. Our model has a variable speed motor, the harder you step on it the faster it goes. This is a nice option because it allows you to use two hands on the material that you are working.



The first set of dies I will demonstrate are $\frac{1}{4}$ " round bead dies. You can buy a variety of different shapes and depths from the manufacturer. These particular dies were purchased with the machine. I have found that my local machine shop can spin me a set on the lathe for about the same amount of money. Having them made has given me the option to design exactly what I need for a specific application.



Here on the test pieces I have laid out three lines with start and stop points marked. With the panel placed in between the dies and my start point centered, I apply pressure to the top die. With two hands on the piece to feed and steer I gently press the pedal and run the bead.

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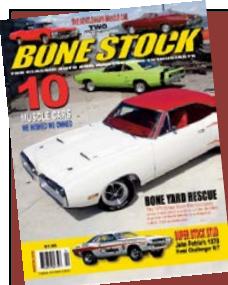
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This is three beads completed. In this case I applied one pass per bead. In some cases you may require multiple passes to achieve the depth and crispness you desire. This technique works well for taking the "oil can" out of floor boards as well as giving a nice visual detail. It is amazing how much strength a little bead can add.



The next demonstration, photo at left, is done with a set of 1/8" step dies. I use these often for overlapping panels. It allows you to have a flush fit as well as a good backing for welding. Above, this is a 1/8" step placed at the edge of the test piece.



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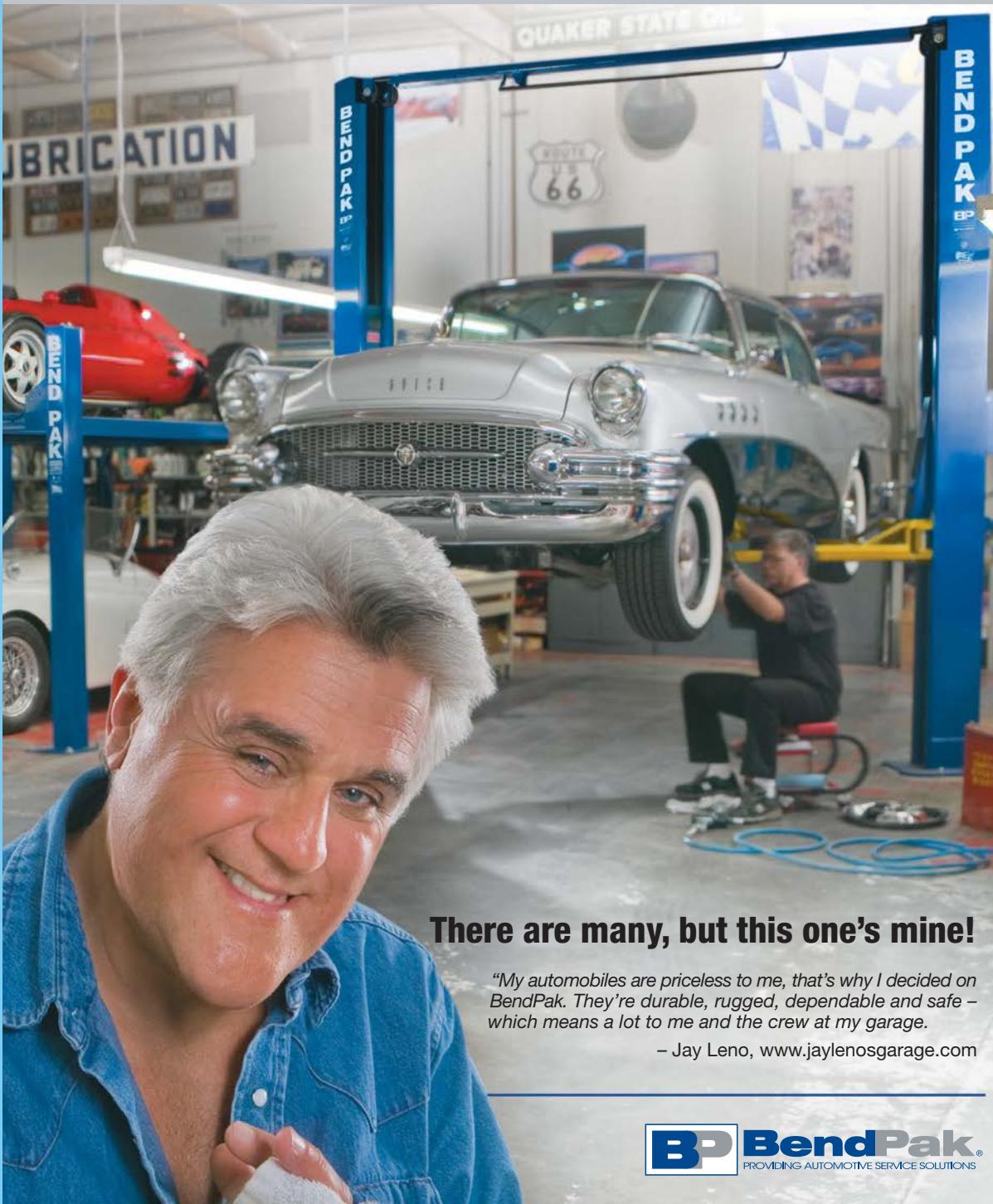
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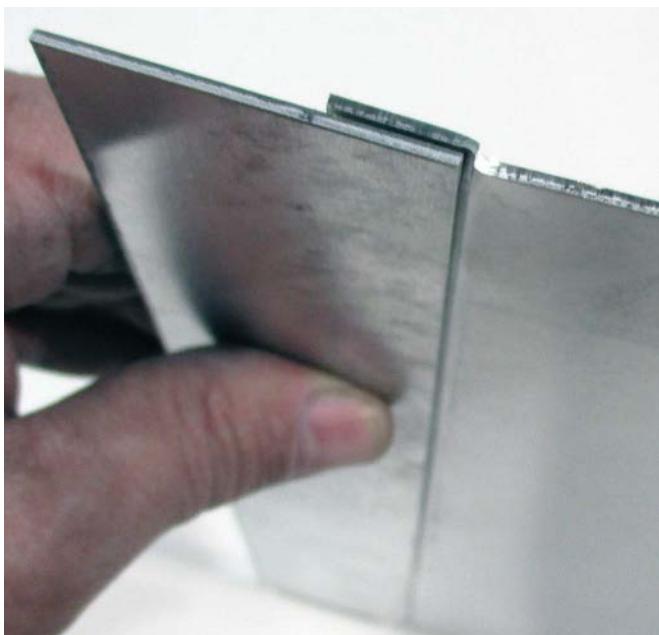


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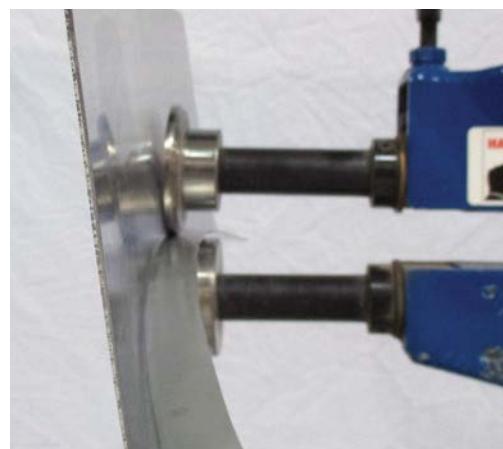
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I have mated a second piece, at left, to the step flange. You can see how this gives a flush fit once overlapped. This application works well for plug welding the seams. Above, here I have used 3/16" step dies to create an embossed section. This adds strength and a nice detail.



These are a set of tipping dies I had made. These are an indispensable tool when making wheel arches or to flange the curved edges of a door skin. The next photo shows an arch cut into the test panel to emulate a wheel well arch.



I have drawn a guide line in from the edge 3/4" for the upper dies to follow. As the piece rolls through the dies I apply upward pressure to the panel. This technique will require multiple passes until you achieve the desired angle to the flange.

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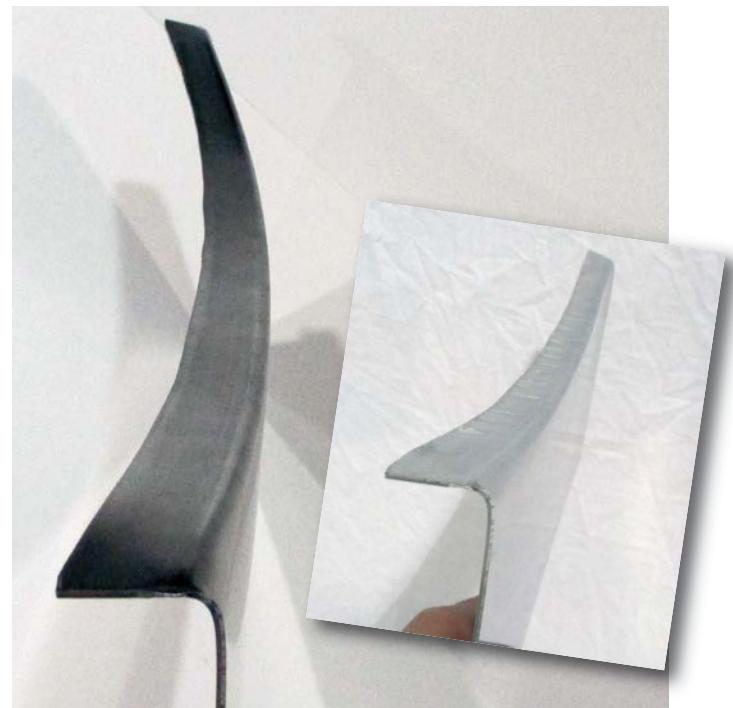
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I was able to produce a 90 degree flange with an arch. As a result of the arch, the panel bulges outward as you can see from the righthand pic. To correct the bulge produced, I ran the flange (inset) through the stretcher. Depending on the application the flange could be convex, straight or concave. In conjunction with the stretcher/shrinker a variety of configurations can be achieved.



This is an example of what you can produce with the three basic techniques I covered. Building custom floors for your hot rod is not as complicated as one might think. The bead roller can open up a world of possibilities and patterns. I encourage you to continue sending your comments and questions to projectx@vianet.ca.

Terry Dyck is a ticketed bodyman who has been fabricating and building hot rods professionally for 24 years. He went into business for himself in 2008 when he opened Project X. If you have any metal work questions for Terry just email projectx@vianet.ca or contact him at 705-378-0001. If you have questions about this project or metal working tips in general email info@canadianhotrods.com and make sure to put Project X in the subject line.



Hall of Fame Alumni in attendance at the 21st annual Canadian Street Rodding Hall of Fame Gala including, back row, from left Bill Merkley, Paul Horton, Bill Aitken, Jim Cowan, Terry Malley, Ken Kay, Jim Prowse, Dick Confer, Gary Weldon, Andy Soutar and Russ Matthews. Seated, from left, Coreen Merkley, Dorothy Horton, Arlene Baillie, Barb Prowse, Lois Bogart, Gwen Soutar. Front row, from left, is recent inductees Larry Sawchuk and Jack Greenhalgh.

Canadian Street Rodding Hall of Fame celebrates 21st year

By Jim Cowan

For the 8th straight year the Canadian Street Rodding Hall of Fame held its Induction Gala at the Royal Canadian Legion in Waterloo, ON. The sold out hall was packed with many legendary street rod enthusiasts, industry leaders and friends and family of this year's inductees for the 21st annual event.

It was a full evening of fun, food and great entertainment as well as an opportunity to pay tribute to two renowned street rodders, Jack Greenhalgh of Ancaster, ON and Larry Sawchuk of Wasaga Beach, ON.

One of the highlights of the program was a drawing for a very special work of art by Ken Kay. Kay is a lifelong car guy and one of the first Canadians to garner international recognition as a "hot rod" builder with features of his builds in major US hot rod magazines as far back as the early 1960s. In addition he is one of the very best custom painters anywhere. His work has been on many great rides including two Ridler Award winner. Kay has created a limited series of unique pieces of "Garage Art" one especially for the Hall of Fame. Five people had lucky numbers drawn for a chance to win the prize. They played a hand of straight poker with Kay and the winner took it home. The winner was Duncan Miske and Kay will personalize it with his name.



Street Rod icon Ken Kay, right, presents Duncan Miske with a one of a kind original piece of Garage Art.

Following the buffet dinner, the two induction presentations were made honouring Greenhalgh and Sawchuk. Greenhalgh was actually inducted in 2014 along with Jim and Barb Prowse as part of the special 20th Anniversary Gala but on the day of the event Greenhalgh suffered a stroke and was hospitalized. Those gathered then heard the story and saw the presentation to his daughters Penny and Valerie. With Jack back on his feet it was decided to restage the presentation for him. It was a moving and emotional occasion.

Sawchuk was surrounded by a large group of friends and family who attended to acknowledge his passion for all things automotive and his life long commitment to supporting and helping others.

A major announcement was made that evening about a change in venue for 2016. The decision was made to relocate the event to the Waterloo Inn and Conference Center in Waterloo, ON. The concept was that the larger facility would allow for additional growth and help create a more professional activity.

Unfortunately, the week following the announcement, the Waterloo Inn was sold and all events canceled. So, the 2016 Induction Gala will be back at the Royal Canadian Legion in Waterloo on October 22, 2016. Plan now to attend. For more go to <http://www.csrhof.com/>

PEOPLE'S CHOICE

Jean-Marc Lacasse spent 10 years building his 1955 GMC pickup and at its debut at the 2015 Winnipeg Rodarama show it proved to be time well spent. It won the *Canadian Hot Rods Magazine People's Choice Award*



Lacasse's 1955 GMC 9300 Series pickup received several custom touches including a modified early '80s El Camino rear bumper, custom forward flip hood, front grille and modified front bumper. The truck has a Camaro front clip and 4-wheel disc brakes. The two tone paint, by Don Salisbury, is Viper Snake Green with Audi Beige Metallic with Peter Tetrault custom pinstripe. The custom design two tone tan and taupe ultra leather interior was done by Omar Gautron. The console, door panels and headliner are all custom built. A 7" touch screen AM/FM/CD/DVD/GPS is built into the console. Lacasses did mosst of the fabrication and assembly of the pickup. The 2016 Rodarama, hosted by the Manitoba Street Rod Association, takes place April 29-May 1 at the East End Arena, Winnipeg, MB.



Jean-Marc Lacasse with wife Heather Harding at 2015 Rodarama.



Photos courtesy Adrien Poirier



A stock fuel injected 5.3L Chevy Vortec engine resides under the hood and is bolted to a 4L60E transmission. The hood has been nosed and the GMC emblem normally there was moved to a custom grille.



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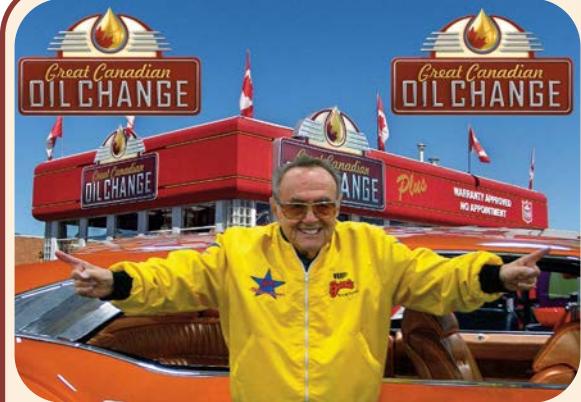
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HOT ROD

Classic car purists may not agree with what Bob Cranston decided to do with his ultra rare 1934 Chrysler Airflow but we aren't a classic car magazine and we love it. It's spot on and in our minds in spirit with what the original designers intended when it debuted 81 years ago.

The Chrysler Airflow history is one of the most compelling in automotive history. It is a fascinating story of cutting edge ingenuity, bold presentation, and tragic loss in the marketplace.

The Airflow was the brainchild of Carl Breer, one of the three famous engineers at Chrysler known as the three Musketeers that also included Fred Zeder and Owen Skelton. Orville Wright also played a role in a quest to produce a radically more aerodynamic, safer and more balanced car in sharp contrast to designs of the day. The astounding innovations on the Airflow were years ahead of their time.

Chrysler's circus-like promotions to catch the public's attention in the midst of a depression were legendary. In order to prove the point about how normal cars were more aerodynamic going backwards, racecar driver Harry Harts was enlisted to drive a reversed body '33 Plymouth from New York to California and filmed along the way.

When manufacturing flaws and a vicious GM attack campaign lead to drastic sales drops, the promotions bordered on desperate. Prudently, Ford and GM refused a challenge to participate...

Chrysler H.Q: circ. 1934:

Walter P: "Okay boys... waddya come up with for a promo to get these Airflow sales numbers back up?"

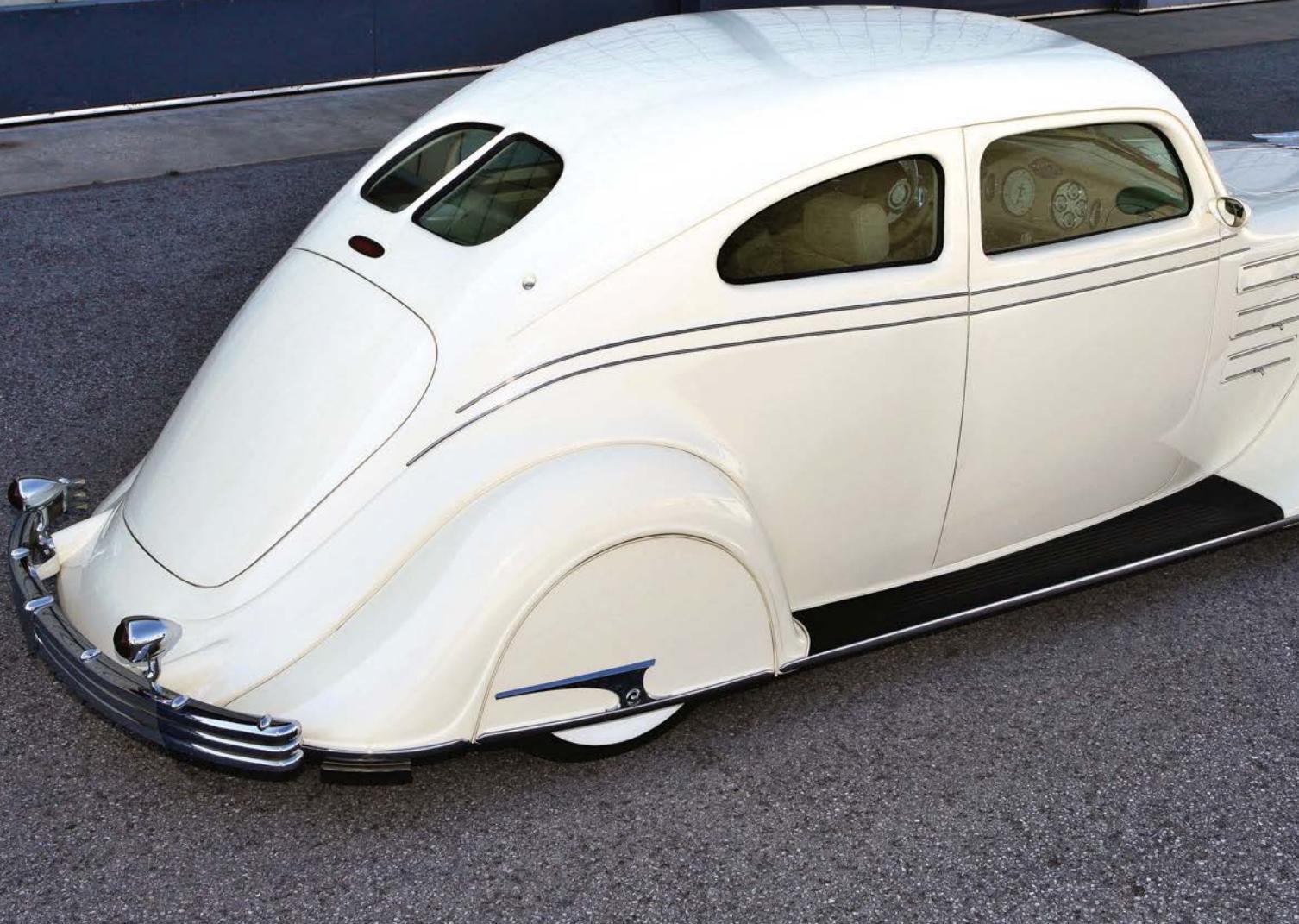
Staffer: "Well sir... um... were gonna shove it over a cliff, then start it up, and drive it away."



ELEGANCE

STORY AND PHOTOS BY PAUL SONTROP





Walter P: "I love it. Did you invite those trash months from G.M. with any of their cars?"

Staffer: "Yes Sir."

Walter P. "What'd they say?"

Staffer: "They told us to do something anatomically impossible to ourselves."

Chrysler staff did indeed shove the Airflow over a cliff, rolled it end-over-end, got in it and drove it away. They also did a high-speed roll over and drive away in front of a crowd at the World's Fair as well. (See YouTube)

Unfortunately, quality control could not catch up to initial sales demand before irreparable damage was inflicted on its reputation. The Airflow was taken off the market in 1937. For years after, a shell-shocked Chrysler maintained a very conservative approach to the market as Ford once again passed them by.

But the Airflow innovations would surface years later in many other cars with such things as uni-body construction becoming common by the sixties.

Airflows enjoy a fiercely loyal following from their Airflow Club of America members and with survivors relatively rare, the vast majority of Airflows worth salvaging are restored... or at least expected to be.

That is why Cranston Cranston's decision to hot rod his find was controversial and not approved of in certain

quarters. But Cranston had good reason not to go the restoration route.

Though just as loyal and serious a devotee to Airflows and Chrysler history, the dilapidated condition of his Airflow made restoration simply out of reach financially.

Cranston reasoned, that with his skills as an innovative fabricator, it would be better to make an appealing and unique hot rod out of it while still maintaining the original look. He fine-tuned that vision while standing next to a four door Airflow one year at the Street Rod Nationals North in Kalamazoo, MI. Most importantly, it would be something no one else had.

Following a long conversation at that Kalamazoo car show, Cranston followed leads to this Airflow he bought from a collector in Indiana.

Apparently, it had been used as a donor car and had been suspended by chain from a large tree branch so as to remove the small frame from underneath, then just left hanging there for years.

It turned out to be a 1934 Chrysler Airflow CU coupe, one of 730 produced. Only 12 are still known to exist.

Cranston's vision was to go with original looks, but modern driveability, including power steering, brakes and A/C, and of course, a vintage hemi chromed and polished to the max.

The entire car was rust brown with highly cancerous



lower sections. He pulled everything apart and soda blasted down to bare metal to see what he actually had left. Then Cranston set out to do every bit of the metal work and fabrication himself.

Beginning with endless measurements, he started from the ground up with a completely new and hand built chassis with 2 x 4 tubular step frame. The front suspension is a Mustang II with power rack. Rear suspension is a 4-link for great street manners with Ford 9" rear end housing 3:75 gears. Cranston then fitted a custom airlift system himself. He also hand formed an aluminum fuel tank shoe-horned in a very compact space out back.

Power brakes are reworked Granada 11" disc up front and 11" Granada drums out back. Due to the clamshell front hood, the power booster is in the firewall and master cylinder is two feet away in the front inner fender.

Keeping with a Chrysler theme, Cranston found a 1958 392 Hemi that he bored .30 over with a 520 x 284 cam. He made his own fuel injection system, which runs on a '99 Dodge computer. He dressed up the Hemi with plenty of bling featuring Moon valve covers and custom fabbed pulleys and brackets.

Other custom made pieces include aluminum fuel manifold, fuel rails and all throttle linkages.

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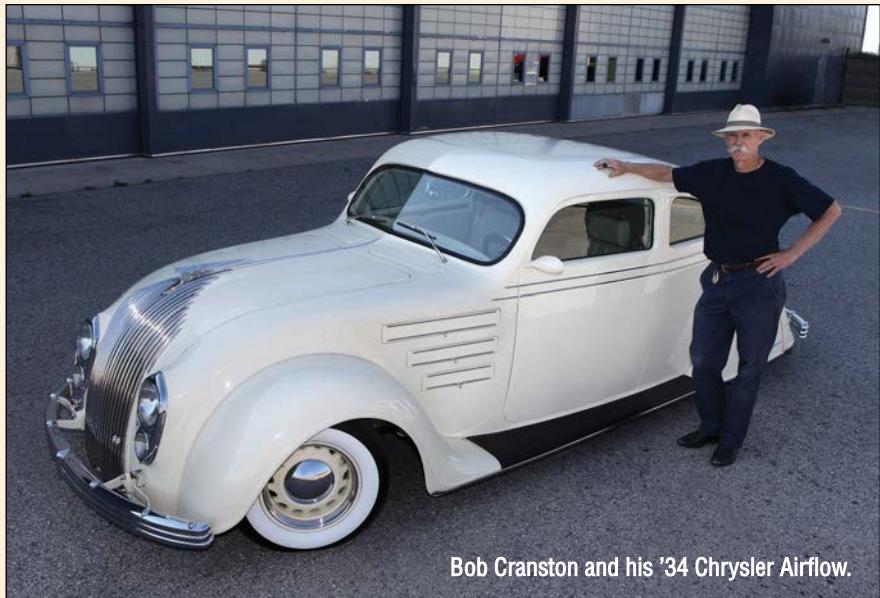


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Bob Cranston and his '34 Chrysler Airflow.



It's all kept cool with a Be Cool radiator.

Transmission is a reworked and beefed up 1999 Dodge 4 speed automatic 518 overdrive.

For the exhaust to fit as well as allow the Hemi to breath out, Cranston hand formed the pipes out of 3" stainless steel tube and 16-gauge stainless steel sheet metal. The 3" round reduces to rectangle into dual 3" Magnaflow mufflers and out custom tips that peek out just below each of the rear fenders.

Cranston's original intention was to put some big 20" Foose-style wheels on the Airflow but did not like the look when he put them on. The car was screaming for white walls. So he went with a modified vintage look with Artillery wheels by Wheel Vintiques. Front rims are 15 x 7 with 215 x 70 Diamondback classic white walls. Cranston widened the rears to 15 x 9's that are wrapped in 275 x 60 Diamondbacks.

The body and interior were the truly big jobs given the rusty shell Cranston started with. He hand formed all the

replacement panels, including the front quarters, rear quarters, rear trunk apron, trunk lid, side and lower trim pieces, and reshaped the original headlights and trim. The doors were handmade from originals, starting with some 4 door pieces and hand made skins, and smoothed handles. The roof was filled with a Crown Vic panel. The trunk features a side swing door with hidden hinges.

The stock bumper blades were also reworked with hand made irons and nerf bars

The rear lights feature '34 Airflow buckets with '50 Pontiac lenses and hand made stands. Cranston relocated the windshield wipers from roof to cowl then flush mounted the windshield. The cowl vents are power operated. The hood ornament and skirt wings are all original but highly reworked and re-chromed to dazzling perfection.

Final body and paint was done in DuPont Nason Vanilla by Lou Brisson of Mt. Hope ON.

The lush leather interior crafted by John Wilkie at John's Upholstery in Grimsby ON., was done in a fawn



color to accent the vanilla paint. Seats are from a '99 Chrysler 300 with full power. The dash features a stock '34 Airflow speedo in reverse color as are the added tachometer and air gauges in front of a billet and leather steering wheel. The tilt and telescopic steering column is from a '77 Chrysler. The windshield cranks were removed and air conditioning vents were added in their place. The lower panel for switches and Panasonic radio is done in brushed aluminum. Cranston fabricated the harness and electrical wiring with a lot of help from Rob Fraser of Hamilton ON.

The solid side glass vent windows were removed for a much cleaner look. Power windows were then added for more of that modern convenience. The interior lights are from an original '34 Airflow. Cranston and Wayne Hennings of Stoney Creek ON custom designed and hand formed the headliner out of one-piece fiberglass using the roof as a template. The very classy grille pattern insert is cut into the headliner and also inside the trunk lid. Very

cool door sills were engraved by Jim Hazelwood who also provided a lot of the Airflow facts to Cranston.

When they first came upon Cranston's outstanding Airflow at the recent Fleetwood Country Cruize-In in London ON, celebrities Courtney Hansen and "Miss Hurst" Linda Vaughn spent a lot of time ogling the car and getting the scoop from Cranston. Both ladies know a quality build when they see one. The car is a shock to a lot of fans who don't realize it is actually a hot rod until Cranston pops the hood and blinds them with that dazzling Hemi. The awards are starting to accumulate. No surprise there.

Special thanks to Paul from the Canadian Warplane Heritage Museum (Mount Hope, ON) for arranging access to this incredible venue. We encourage all readers to book a visit to one of Canada's most outstanding museums. Jaw dropping history and aircraft to behold.

Last but certainly not least, Cranston is very grateful to his wife Linda for all her support and patience throughout this lengthy project.

BACK WHERE IT BELONGS

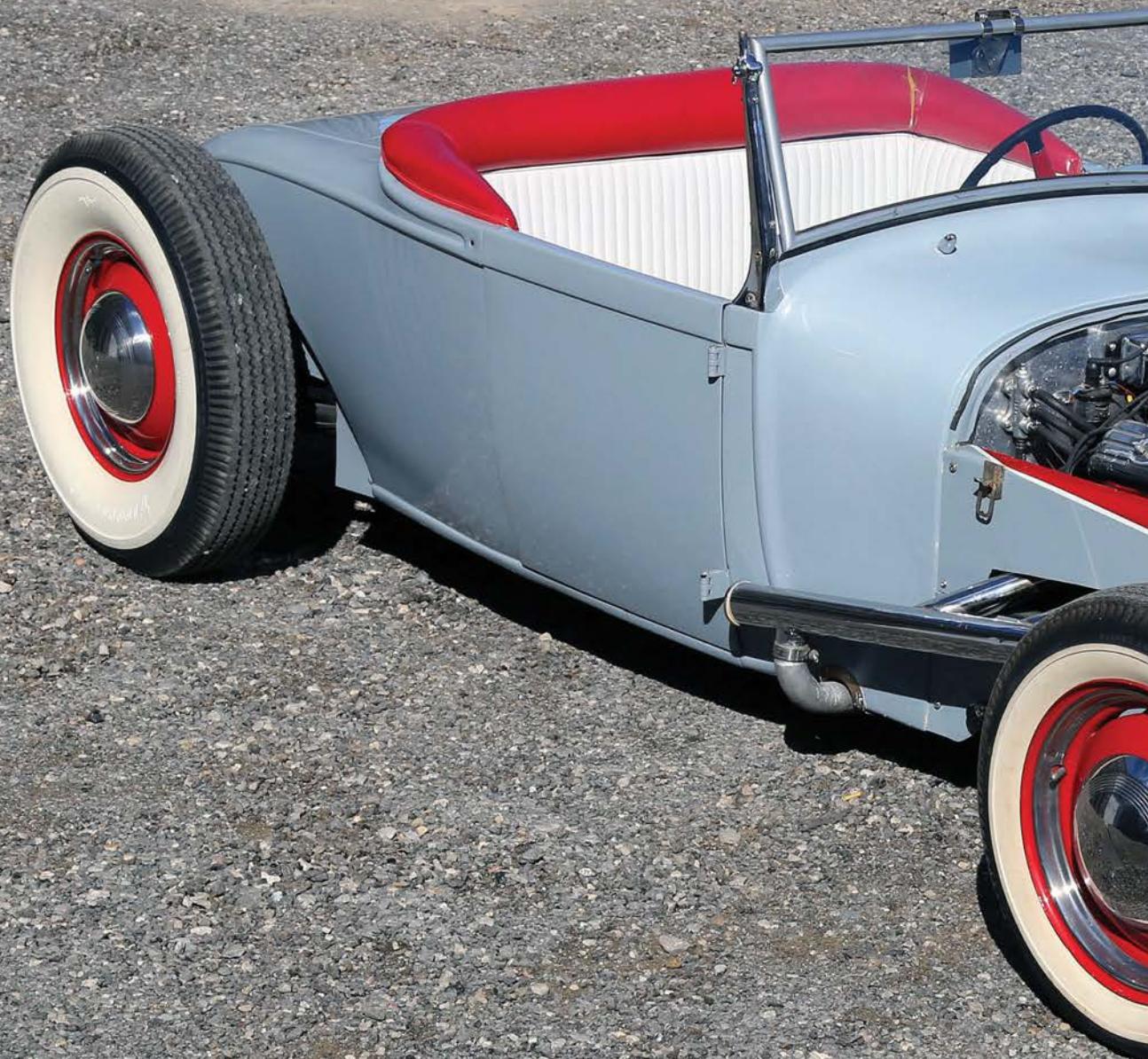
Jerry Davies of London, ON built this 1929 Model A roadster in the early 1950s and sold it in 1960. The car changed hands a few times before it ended up in Stratford, ON where it endured a lengthy storage. In the early '90s it was sold to a gentleman in Atlanta, GA who restored it mechanically and painted it to his own taste. Despite decades of changing hands the car amazingly remained the car Davies built. In 1999 Jerry bought it back and in 2010 it came back home.



ONGS

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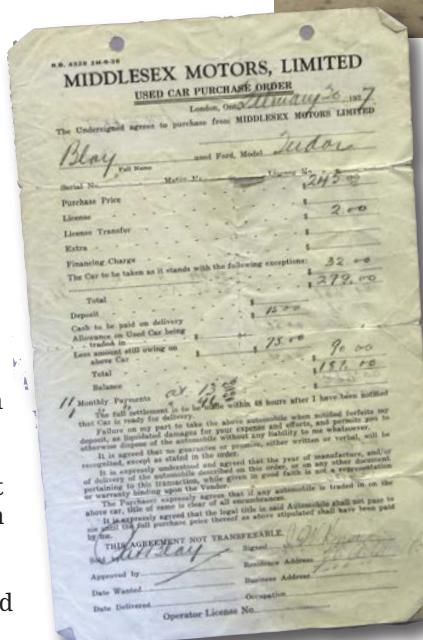


At left, a 15-year-old Jerry Davies poses in 1949 beside his freshly chopped '31 Model A with a stock '29 Model A parked beside it for comparison. Above is the '29 Model A roadster as purchased, tattered interior but otherwise solid.



Veteran hot rodders will tell you chopping the top on a Model A sedan or coupe is one of the easier chops to perform. But how about if you're a 15-year-old kid in 1949 and performing the modification for the first time? Pretty impressive. A chop-topped Model A is somewhat ubiquitous these days but it wasn't at all common in 1949. But Jerry Davies was that kid and he performed that first procedure with a hacksaw and a carpenter's hammer.

Jerry Davies wasn't the first hot rodder around London, ON in 1949 but at 15 he was certainly a pioneer in a hobby that was still in its infancy in Canada. In fact, though the first issue of Hot Rod magazine had published in January 1948, Davies was already an avid reader. Also a budding artist (Davies would eventually go on to head the art department of the London Free Press and then start a successful advertising company) his school notebooks were "festooned" with coupe and roadster drawings. He had the hot rod itch in a major way and his dad gave him the opportunity to scratch it when he gave his son the family's 1931 Model A Tudor sedan. The car had originally been purchased by his mom in 1937 and was taken off the road due to the tire and gas rationing initiated during the Second World War. Davies knew it had to get a haircut and didn't waste any time. With the help of a friend and fueled by a natural mechanical ability augmented by knowledge gleaned from the pages of hot rod magazines, Davies went to work in his parent's backyard. The first thing he did was remove the Tudor's front fenders and running boards. Next was bobbing the rear fenders by an 1.5" with a hacksaw and adding '39 Ford taillights



Above, the finished roadster in 1956 and at left the 1937 invoice for the 1931 Model A Tudor for \$279. Jerry Davies mom purchased the car.

by "bashing holes in the fenders" and attaching the lights with metal screws. With the same hacksaw and a carpenter's hammer, he then chopped the top 4". A machinist neighbour brought his torches home to help the young Davies weld the roof back on. The finished product wasn't pretty and in a letter Davies wrote in 1993 intended for Dawsonville, GA's Joe Samss, the then owner of the Model A roadster featured in this story, he states, "I tried to lead some of the 'gulches' created by the top chop and had I succeeded I probably would have crippled

Canada's entire Korean war effort."

Of course the car had to have V8 power and a '32 Ford frame so Davies bought a "cherry" Deuce Coach and "threw away" everything but the chassis, running gear and grille shell. Before he put the Model A on the Deuce frame, he channeled it and the results, as you can see from the photo at the top left of this page, made for a cool looking hot rod.



Davies with the Model A shortly after purchase. At right, Davies wanted the car to ride low so he Z'd the rear frame and even took an imaginary test drive on the street in front of his home. Though not shown here it was eventually boxed in the Z'd area.



The budding gearhead was, however, not satisfied. Real hot rods were roadsters and he badly wanted a roadster. The desire doomed the Tudor project and it soon was forgotten in the search for a roadster. It couldn't be just any roadster either.

"There were two 'real' roadsters, a high boy Deuce and a high boy '30 Model A on a Deuce frame, cruising our small town scene at the time," writes Davies in the aforementioned 1993 letter. "One was owned by Clare McNorgan, who later channelled it, the first channelled car I ever saw." McNorgan was president of the London Hot Rod Association Piston Pushers, later London Auto Modifiers, a club Davies would soon join and in the mid-1950s become president of many times.

While the two roadsters were an influence, Davies had already decided his project had to be a 1929 model Model A. "My ambition was to own the lowest roadster around, so after measuring the height of various doors I knew that short of actually sectioning a body, a '28 or '29 Model A was the way to go." Because he liked the "cowl join" (not sure exactly what he means, but perhaps where hood overlaps) of the '29 better than the more "old fashioned looking '28" he started looking for a 1929 Model A roadster. Wrecking yards in the late '40s and early '50s were filled with 1930s automobiles and roadsters were not uncommon. "1932 Ford grille shells were also a dime a dozen," writes Davies. "Still, I had to cast a wide net to find a good '29 roadster," writes Davies. Finally, a worthy project was discovered in nearby Hamilton, ON. "It was absolutely complete, right down to the side curtains." He paid \$85 for it and a friend with a Straight 8-powered 1948 Buick Roadmaster volunteered to help him tow the car home. "We towed the roadster home (90 miles) at the end of an 8-foot chain. Any brakes it had were a misty memory so we



slowed it by pulling it into gear and letting out the clutch."

The roadster was in "near perfect" condition says Davies but that didn't mean anything to a diehard hot rodder. The chassis, fenders and other parts soon were tossed in the back yard with

the donor Coach body and abandoned '31 Ford project.

He spent the next few years building the hot rod roadster of his dreams and during that time another roadster would influence the build. Dick Flint's 1929 track nose roadster appeared on the cover of the May, 1952 issue of

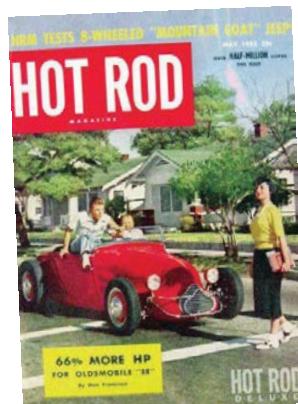
Hot Rod. Davies was floored. "Man, here were several of my daydreams all distilled in one shot," writes Davies, of the now iconic photo and roadster. "That cover car was the inspiration for filling and frenching the front cowl and for my own racing nose."

A true believer that low was always the way to go when it came to a car's stance, Davies immediately Z'd a '32 chassis and channelled the body 6" over the frame. The machinist neighbour again helped with the chassis welding and boxing.

The front end had a dropped 3" 1940 Ford axle and torched transverse leaf spring. The rear end was '32 Ford with shortened radius rods and the original 4.11 gears were

replaced with 3.78s. A 1940 Ford not only donated juice brakes and wheels but windshield wiper mounts and a dash as well.

When it came to the body work, a local tin man, Arnie Ayers, was tabbed to do the work. "He owned Custom Auto Body and was our area's George Barris," One of





Above, the roadster in 1955 and at left, in red shortly before it made an appearance at the 1958 Detroit Autorama which at the time was held at the State Fairgrounds. The Olds Rocket 303-ci motor and three deuce setup amazingly remained with the car throughout the years and different owners. When the car made its way back to London, ON in 2010, Jerry's son Brad discovered an old weld repair had failed so he replaced it with a correct 1951 block.



The lake pipes don't appear in any of the old photos we have so perhaps they were added by another owner in the 1960s or by Georgia's Joe Samss who restored the car in 1994. It was Samss who also chose the custom blue paint job, though Jerry Davies added the red scallops after buying the car back from Samss in 1999. The odometer/speedometer setup is from a 1950 Oldsmobile and is grafted to a 1940 Ford dash with a red leather surround.

Ayers key jobs was building the roadster's track nose. Davies had read an article about a Bonneville Salt Flats car that used 1940 Ford hoods, "one right side up and one upside down and welded together" to accomplish the look. So, he went to the wrecking yard to check it out, but discovered the '40 Ford hoods wouldn't work for his roadster. "I started caressing a lot of hoods, on every type of car in local wrecking yards," writes Davies, who used his drawing skills to conceptualize what he wanted. Eventually he found that the 1946-48 Chevy hoods had the right curves to work. He cut the nose off two Chevy hoods, turned them upside down and Ayers welded them together. "It gave us a perfect sphere," writes Davies. "Then we cut an oval opening and Ayers formed a grille using brazing rod." Remember that Davies was still in high school during this build and gaining valuable skills and knowledge. Ayers hand bent a sheet metal hood forming it to fit both the cowl and the grille shell.

While the Flathead V8s were the most popular hot rod motor in the early 1950s it didn't put out enough power for Davies, who says Flathead V8 "hop up" parts were still hard to find in his area and not cheap if you bought them out of a catalogue. Another way to get more power was to find a used GM OHV V8. Introduced on 1949 Cadillac and Oldsmobile models, these new V8s were compact and powerful and used motors were affordable in the early

1950s. Davies writes he acquired a Rocket 88 engine when his mom borrowed money against one of her life insurance policies to finance the purchase. A triple deuce carb setup on a Weiand intake fed this bored 303-ci Olds. In stock form the Olds motor put out 135hp with a two barrel carb and 160hp with a four barrel while a stock 255-ci Flathead put out 100hp at best. Using the olds required modifying the front cross member and bending of the '40 Ford tierod to create clearance. "This was a 'temporary' fix that became permanent," writes Davies.

Using the 3x2 setup on the Olds meant a hole in the custom hood so Ayers took a 1936 Ford headlight shell and modified it to do the job, again using brazing rod to fabricate a tiny grille to match the front grille.

While body filler was available in the early 1950s, Davies wrote that "it was mostly junk" so any modification on the body, grille shell and scoop was performed with hand-ladled lead. Arnie Ayers was a master at lead work and Davies wrote that when the car was sand blasted in the mid-1990s the work was all intact without any rust damage.

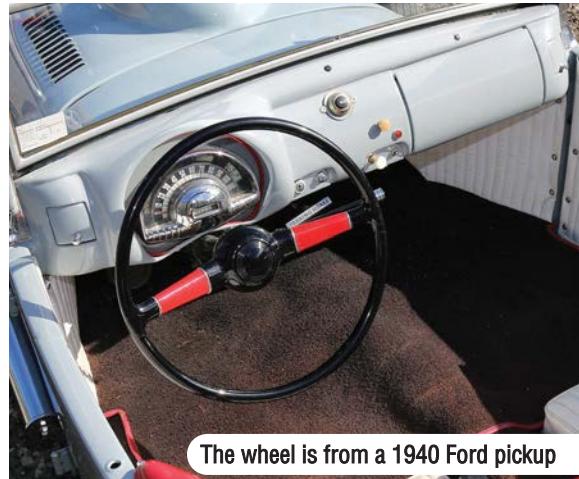
Davies scavenged a 1940 Ford "side shift" 3-speed manual transmission and stuffed it with 26 tooth Lincoln-Zephyr gears, a popular swap in the days of early hot rodding. The taller LZ gear ratios allowed drivers to wind out further in first and second gear, a big benefit on the



Davies always intended to build a low car and he succeeded. The roadster measured just 31" to the top of the door. For more photos and text related to this story go to the Gallery section at canadianhotrods.com.



The original tuck and roll interior was red and black naugahyde but Samss changed that during the mid-1990s restoration.



The wheel is from a 1940 Ford pickup

track or street if you were driving a light, hopped up hot rod. Davies says his roadster also had one of the first hydraulic clutches he'd seen. The system was built using a Ford master cylinder and the slave cylinder from a Canadian Navy Grumman Avenger Torpedo Bomber. "My brother-in-law was a fitter on the Navy's only aircraft carrier," writes Davies. "He crafted it and we used brake fluid in the system." (Editor's note: Using the early 1950s timeline that carrier was likely the HMCS Magnificent.)

McCord Radiator built a special radiator for the tight space it would have to occupy and Davies spied a multi-blade fan on the wall during a visit to the wreckers and bought it. "My blacksmith friend welded a washer into its centre and we drilled some bolt holes. Not very scientific and I worried about the balance but we were lucky and it worked." Davies and a welding buddy bent up the nerf bars and lamented in his letter 40 years later "that we should have filed and filled them better before chroming."

Nobody remembers when the initial build was completed but Davies writes that

CONTINUED ON PAGE 98



From left Cary Davies, Jerry Davies, Brad Davies and Greg Davies taken sometime after Jerry bought the car back.

**Photos by Terry Denomme**

Port Elgin Pumpkinfest **PORT ELGIN, ON** **Oct. 3-4, 2015**

It was cold, really cold and it is also rained. I'm used to the rain, but almost 20 years of West Coast living means any temperature hovering around 0 celsius is considered Arctic weather.

So, yes, my first visit to Port Elgin, ON's Pumpkinfest car show may have left me shivering but it also put me in the thick of an event that, despite the weather, attracted almost 900 vehicles.

This was the 29th annual Pumpkinfest and while I didn't see any of the gigantic gourds that give the show on the shores of Lake Huron its name, I did see some really cool cars.

The photos on the next six pages show just a few. For more coverage check out the GALLERY section of canadianhotrods.com.



Chopped '33 Chevy cruises into the show Saturday, while below a '67 Dodge Coronet R/T and a car that Mopar never made...a 1965 Barracuda 2-door wagon. Cool.



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Above, mild custom '53 Chevy Bel Air was pretty cool, while clockwise from right, a 1957 Chevy, a killer custom 1951 Chevy, a 1958 Pontiac and another early '50s Chevy.





Phil Balzer's 1932 Ford Tudor out of Sauble Beach, ON not only looked killer but sounded great too.



Nice 1934 Ford (above) and top right, Port Elgin's Dax and Beau Hull own this '32 Ford coupe.





Don Vuylsteke's killer Pro Street 1969 AMC Rebel SST wagon was one a favourite. Nasty AMC 390 under the hood. Future feature car.



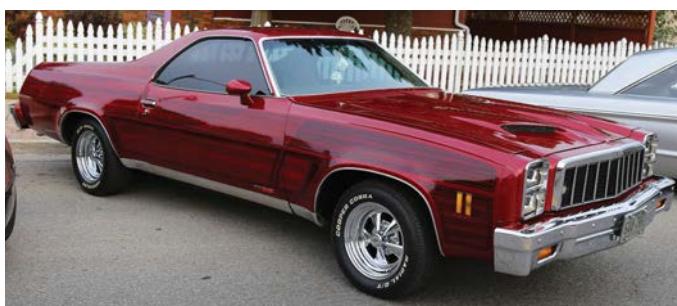
Another AMC standout was David & Adam Taylor's '67 Rebel SST out of Chesley, ON.

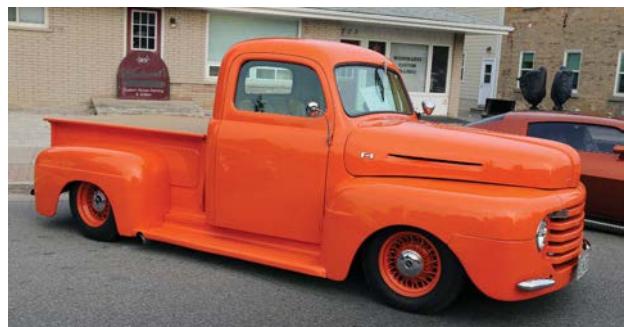


Steve Kratz's '60 El Camino



Black 1968 Mustang GTs make for a sinister looking duo.





Fred Thorne's rat rod 1957 International tow truck was out of Wiarton, ON.

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MODEL A MAKEOVER

In the early '90s Marty Mayer bought a clapped out Model A pickup.....it only took him 20 years to start working on it



PART 12: WEATHERSTRIP CONNECTION

By Marty Mayer

I have noticed over the years that a lot of custom built show cars have no weatherstrip. I guess if we are going to go out on a limb and eventually call this thing a show car, this will be one of them with weatherstrip. There are a lot of reasons to put it in and one of the first reasons is, I don't live in California and this thing will only spend part of its time as a trailer queen. The rest of the time it will be driven. Putting in weatherstrip obviously keeps out the weather, even if that weather is only the rain storm of the garden hose when you wash it. Aside from that the weatherstrip also keeps out dust, bugs and tiny little rodents while in storage. So that's the obvious stuff but there are a few more reasons to install it. If you've spent much time driving vehicles without it, you'll quickly notice it is a lot louder in the cab just from the road noise of your car and others. The doors tend to rattle a lot more and often times some of that rattling is the striker pin and door latch so weatherstrip can serve as a bit of a spring keeping constant slight pressure on the door to prevent rattles. I have some old stuff I occasionally drive that has no stripping and those cars have more rattles than a roomfull of babies.

I have always really liked some elements of the crazy showmanship of the 1950s and 1960s show cars but unfortunately I only know about it from reading about it. I like going to good car shows and I don't want to spend my time looking at something poorly done or poorly presented. I'm not talking about the local 20 vehicle car



show in some small town, I'm talking about the big indoor car shows where you should have high expectations. That's one thing that influences my choices on this truck. I eventually want to display my Model A pickup in the big indoor shows and hope it entertains as I have been entertained by the work of others. Another huge influence is the cars I saw driving around on the streets when I was a kid. Our city had quite a number of very well built mostly "traditional" 1930s Hot Rods or maybe more appropriately labeled, Resto Rods. I so clearly remember seeing local car builder Ron Duke out driving around in his 1933 Dodge (seen above) with its nearly perfect stock body and wire wheels. He was known as "The Duke" by his friends and he provided me with a lot of inspiration through the countless cars he built. I also intend to drive my Hot Rod a lot so I guess I am heading somewhere between driver and show car. At present I use up all the mileage my insurance policy



This is what a pinch-weld weather-strip looks like. Its got a bunch of little rubber teeth that grab onto an edge and keep it sealed and in place. If you put it on something too thin, it obviously falls off, too thick of an edge and it pops off from pressure. The particular style I'm using likes 16 gauge sheet metal.



I started by going to my local steel supply store, A&B Steel, and got a few inches of each type of weatherstrip that I thought might work. This stuff is readily available in huge bulk rolls and often used by welders and fabricators for outdoor toolbox lids, door seals and other similar applications.



Inside of the weatherstrip is a bunch of little metal teeth that act like springs and keep it on nice and tight. No glue required, but you can glue it as well.

allows me on my 1959 Chevy pickup.

With this in mind, whether or not to put in weatherstrip is kind of a big decision. The truck would certainly look a lot cleaner without it, the door jams look so smooth and clean in just paint. It sure saves a lot of time to not put it in. On the other hand weatherstrip substantially decreases road noise from both your own car and other cars. It also decreases vibration and when properly installed weatherstrip also makes the feel of door very smooth when opening or closing it.

If your doing, for example, a 1955 Chevy truck that is basically stock bodied you can just buy a kit with all the correct weatherstrip. If your car in some ways pre-dates

weatherstrip or is modified like mine is, you just have to make it up as you go. For all four of my windows, I can just buy a kit and cut it down to match the chop, so that's easy, no point in discussing that. For the door-to-cab seals I have three options. One option, source bulk weatherstrip that screws on and because of exposed fasteners I am just not interested. Another readily available option is bulk rolls of glue-on weatherstrip. The third option and the one I chose is pinch-weld weatherstrip. It basically has a little clamp built right into it and while fitting, you can easily take it off and on multiple times per day. The glue on takes a lot more work to handle while fitting.

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My truck doesn't actually have a pinch weld to clamp onto so I had a bunch of strips of 16 gauge metal sheared into 1/2" & 3/4" strips.



Once I had decided on the style and amount of weatherstrip I needed I just went back to A&B and bought some of each. I also bought this Vintique Inc. kit for the windows.

Through the entire process the door was never removed and was very well adjusted and fitted. I started out by cutting off appropriate lengths of the sheared material and tacking it into the door jam in what I hoped would be the right position. I then stuck on the weather-strip and closed the door. If the door closed too hard, I pulled it apart and moved the strips back and tried it all over again. I easily fooled around for a day cutting tack welds and moving the various pieces in or out until the door both sealed and closed very nicely. I can honestly say I am very happy with the end result as far as the feel of the door when you open or close it but I sure liked the way it looked without it.

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Once I had all of the sheared pieces in place I fully welded it, ground it smooth and this is the result. When the truck is eventually painted and I install the weatherstrip I will glue the corners and plug the ends to clean up the look. This weather-strip will be kept on right through body work and prep so it will not get damaged and need replacing. During install, if you set the weather-strip too far out, you can really screw up the fit of the door.



A close up look at some of the weatherstrip tab welded in place.



A look at the weatherstrip as it runs up the back of the door jam. We do have an old seat propped up so we can sit on it and make "vroom, vroom" noises from time to time as well as discuss how cool we will look when we finally hit the streets.

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This is the top of the door gap and fortunately from the outside you can barely see the weather-strip, what you can see is very subtle. Hopefully looking at this can help you solve a hot rodding problem you are dealing with. Remember, these articles are not about what we can do, they are about what you can do. Got an unfinished project you want done for you, give us a call.

Marty Mayer is a journeyman bodyman and welder with IBUILD INC., A Hot Rod and Restoration shop located in Southern Alberta. Check out the shop website at ibuildm.com. Smoke signal your body and paint questions to mycarpublications@shaw.ca. Make sure to put Bodyman in the subject line.

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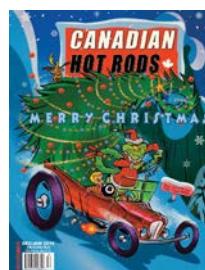
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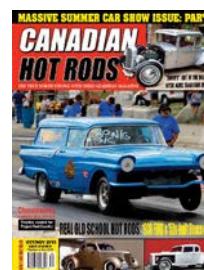
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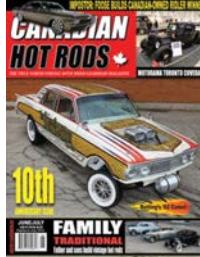
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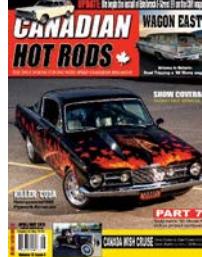
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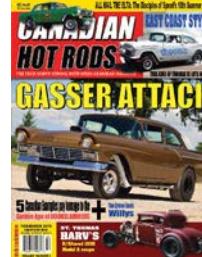
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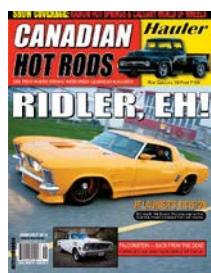
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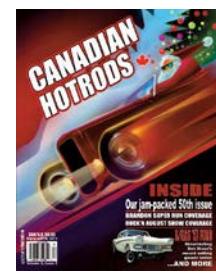
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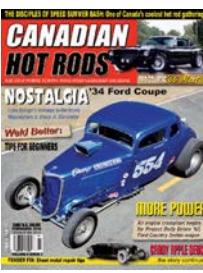
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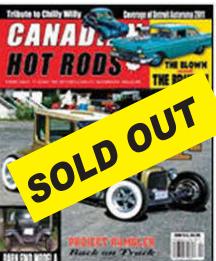
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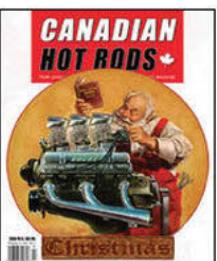
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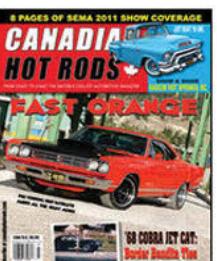
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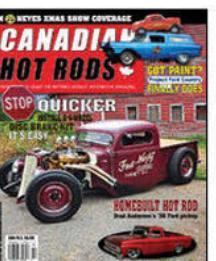
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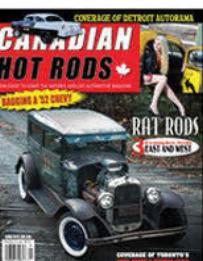
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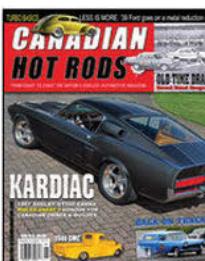
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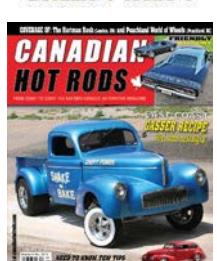
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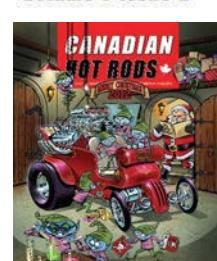
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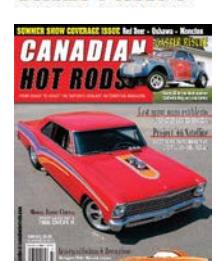
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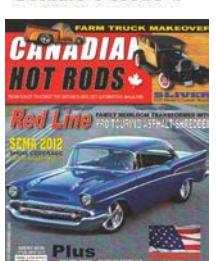
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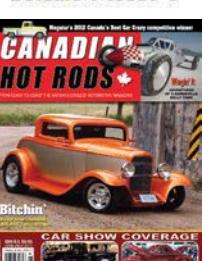
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LEGEND

PHOTOS BY RICK KOWALCZYKOWSKI/STORY BY TERRY DENOMME



Andy Gavula bought this 1967 GTX brand new in June of 1967 and after more than 40 years of ownership he decided to make a few updates. Though he lives in the state of New York, he brought the car to Legendary Motorcar Company LTD in Halton Hills, ON. While the changes look subtle the car is anything but. Muscle car purists might argue it's a sin to modify such an iconic Plymouth but Gavula could care less. Maybe that's because 860+hp of Keith Black Hemi under the hood forgives a lot of sins.

ARY GTX





In the summer of 1967 Andrew Gavula was a recent high school graduate beginning a new career in a family plumbing business.

An avid gearhead, Gavula wanted to celebrate this time of his life by purchasing a new car and it was either going to be a Dodge Coronet R/T or Plymouth GTX. "There wasn't too many around our area and I went to Syracuse but I couldn't find anything," says Gavula. "I came back to our area and found a gold with black vinyl top GTX at Karl Gould's Endicott Plymouth. It had Kelsey Hayes wheels. It was a sharp car."

The dealership gave him a \$495.50 discount and the young Gavula shelled out \$3,875.50 to bring the car home. Under the hood was a 440-ci engine with a single 4-barrel carb and that combo was rated at 375HP. It was plenty for the young Gavula and while he did a little street racing with the car he mostly pampered it and by 1972 the odometer read just 30,000 miles. "I'm a meticulous guy," says Gavula. "I take care of everything I've ever owned."

In 1972 Gavula was thinking it was time to find a wife, settle down and start a family and the GTX wasn't the most practical of daily drivers. There was no chance he was going to sell a car so special to him, so storage space was rented, the GTX parked and a Buick Regal purchased to replace it.

That car remained in storage for close to 40 years and then in about 2010 Gavula started thinking it was time to do something with the car. "But I didn't want to do a restoration," he says. "I knew what a stock GTX looked and drove like. I wanted a resto mod, something subtle but special."

This is where Peter Klutt and his Legendary Motorcar Company came into the picture. Once Gavula knew what he wanted he had to find the right shop to build it. Gavula was already familiar with Klutt because he was a fan of

Klutt's Dream Car Garage TV show. Gavula also owns a couple of Z06 Corvette track cars and his interest in road racing often found him at Watkins Glen International where he was able to meet Klutt, who races there, and develop a friendship.

It was through those meetings that the car made its way to LMC and Gavula fell in love with the Great White North. "I love your country," he says. "I love the people, the roads, everything." He also loves the work that comes out of the shop, thanks to, among others Jason Humphries and Ken Stewart. "Make no mistake, I had an idea in my head," says Gavula. "I researched it for a year before deciding to move forward with the build." It was the LMC crew, though, who helped refine and bring Gavula's ideas to life.

"They asked me what I intended to do with the car," says Gavula. "I wanted to build something special for myself. I wanted to show it but I also wanted to drive it and I wanted the changes to be subtle and it had to have a Hemi. That's the jewel so it had to have that." Basically, he wanted a car that looked like a 1967 GTX but drove like a C6 Corvette with the same horsepower the supercharged LS motors were putting out.

When it came to fulfilling Gavula's Hemi wishes, LMC contacted Tim Banning at For Hemis Only out of Bewdley, ON. Banning started with an all aluminum Keith Black 426 hemi and then bored and stroked it to 572-ci. He bolted on a set of FOH aluminum heads and an FHO dual quad intake manifold topped by dual 1,300 CFM throttle bodies. Using a multi port injection FAST EFI system the Hemi dyno tested at 875HP@6,500 with 775lflbs@5,200 of tire shredding torque.

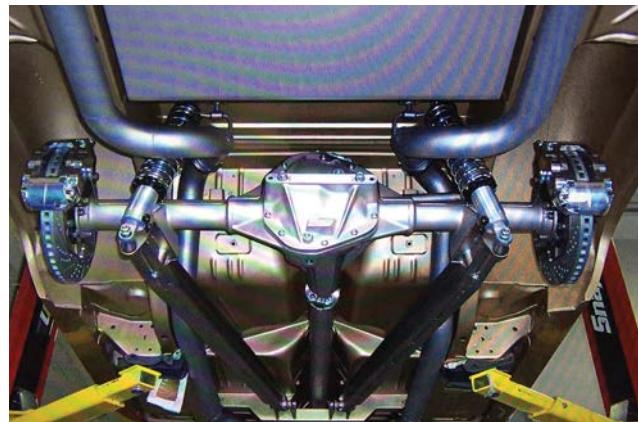
While Banning was building the engine the LMC crew went to work "subtly" modifying the GTX, which started with stripping the car to bare metal and jettisoning all



Numerous body modifications can't be seen unless you're under the car or open the hood. As the pics show, it's all super nice work.



Above is Gavula's GTX before it underwent the build at Legendary Motocar Company. He admits the LMC crew had quite a good car to work with and all the original sheet metal remains on the car, including floors. His GTX was one of 11,429 hardtop GTX cars manufactured in 1967. There were also 2,050 convertibles.



the stock suspension. The car was very solid so most of the sheet metal work, save for a few minor quarter panel patches, was custom in nature and started with reshaping the rear inner wheel tubs and widening them 2". The uni-body rear frame axle arch was also reshaped to enable a lower stance and make room for ultra fat 305 rear tires on 18x10 wheels. The original rear leaf springs and 8 3/4 Mopar rear end were replaced with a Dana 60 rear end with hand built rear truck arms with QA1 coil overs. The front spindles and upper and lower control arms were all custom built and a Flaming River power rack and pinion steering setup is used. QA1 coil overs were also used up front. Gone are the stock brakes, replaced by Baer 14" rotors on all four corners with 6-piston calipers. The rear 18x10 Billet Specialities Mag wheels are wrapped in 305/45/ZR18 Nitto NT555R drag radials. Up front the 18x8

wheels are wearing 255/45/ZR18 Nitto Extreme ZR tires.

The only major exterior change to the car's original lines is the addition of a custom fabricated sheet metal Super Stock style hood scoop and a modified front fender emblem, located above the stock GTX emblem, that now says 572 HEMI instead of BELVEDERE.

The final exterior colour is a match to the original gold with some modern "accents" while the undercarriage and engine bay were painted a satin tone of the same gold colour. "It's a different look," says Gavula, of the use of the satin tone. "Everybody goes with gloss but it looks great and I've had so many compliments about it."

A custom fuel cell was built into the trunk pan and the battery and a 6-disc CD changer and radio were also relocated to the trunk. The battery is hidden within a custom box while the CD changer resides behind a custom panel.



The car sits 3.5" lower than a stock 1967 GTX. The stance is so right just looking at the car gives me goosebumps.

More killer custom work is evident in the GTX cabin. The custom touches in the interior include radio delete, deleted heater/defroster controls and a custom gauge bezel within the stock dash filled with six Auto Meter Arctic White gauges. The stock buckets were replaced with Procar by Scat bucket seats stitched in black leather and suede by Gary Nolan at Diamond Trim upholstery in Aurora, ON. Nolan also inserted custom GTX emblems in the seats and custom wrapped the door panels in black leather and suede. The headliner is black suede. A black short cut pile carpet with custom mats covers the floor. The GTX is originally a console automatic that ran a 727 Torque Flite but since a Tremec TKO600 5-speed manual transmission is now bolted behind the 572 Hemi the LMC crew added a third pedal and shortened and modified the original Pistol Grip shifter to work within the stock console opening. All three pedals and the E-brake pedal are custom milled stainless steel pieces. Power window switches were also built into the stock console. An Ididit stainless column with custom steering linkage is topped by a Billet Specialties Split Spoke 15.5" steering wheel with





The hood hinges are custom made and the engine bay is smoothed compared to its factory look. You can't see the custom made ceramic coated headers with flat laying collectors (for ground clearance) but they are nice, as is the dual 3" custom exhaust system fabricated at LMC from 304 Stainless steel with stainless steel Flowmaster 40 Series mufflers. The serpentine belt setup is a Billet Specialties Tru Trac system with A/C and power steering. A Vintage Air system provides for a cozy cabin. A Griffin Thermal Products aluminum radiator keeps things cool.

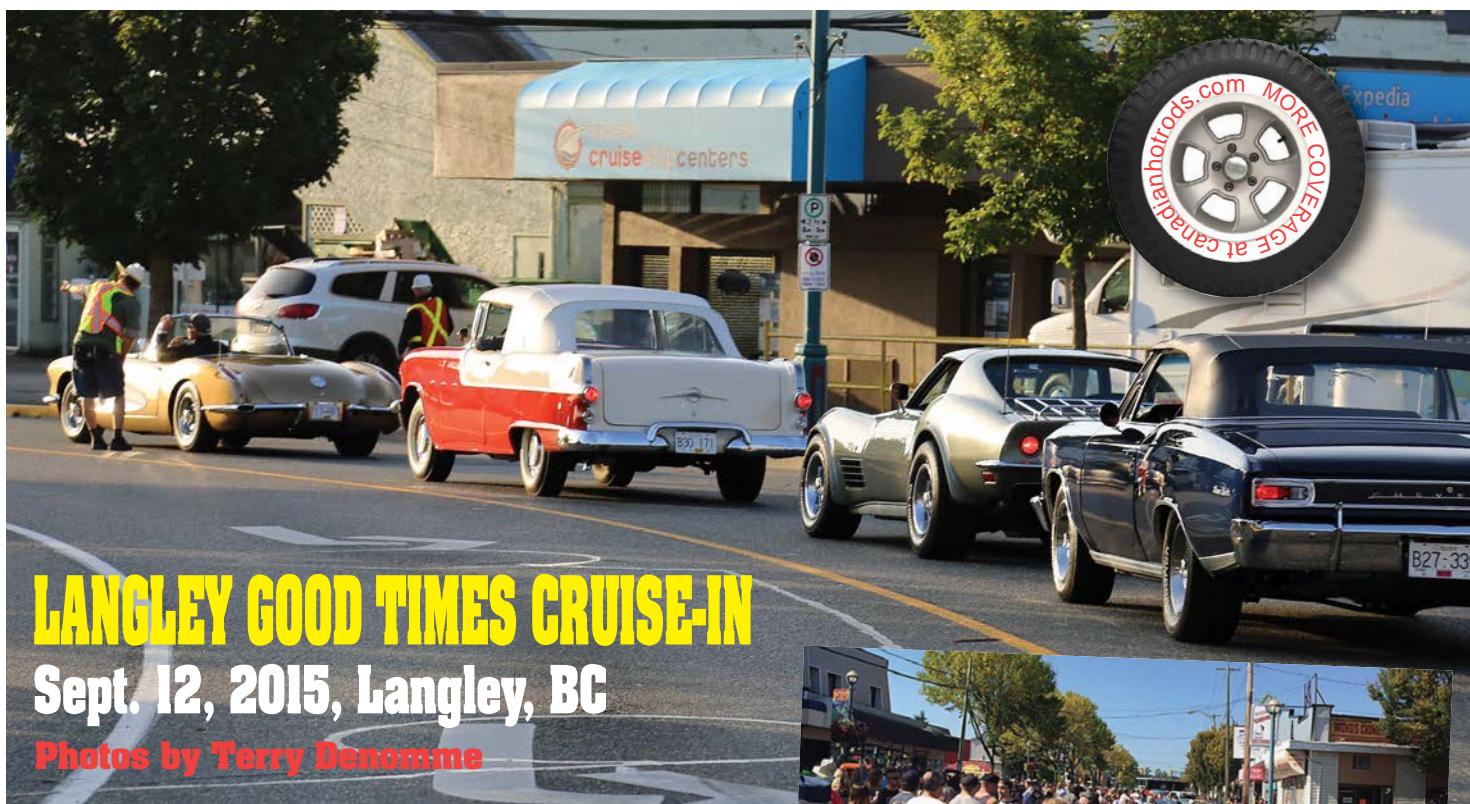
a custom GTX horn button. A push button start is installed in the dash and a custom mounted remote face to operate the CD/Radio unit is stealthily mounted in the centre console.

The build took about 3.5 years to complete and the car made its Canadian debut at the 2014 Motorama in Toronto, ON. It won its class, Best Paint and Best Engine. It was also featured in an episode of Dream Car Garage where Klutt demonstrated the car's tremendous power by performing a very entertaining burnout.

The car was built to be driven but it hasn't seen a lot of miles or even a lot of shows yet as Gavula's been saving it for something special. He's always wanted to show a car at the Detroit Autorama and now, thanks to Klutt and the multi-talented crew at LMC he feels he has a car worthy of the show. He knows it can't compete for the Ridler because it's already been shown but he also knows it will not be out of place there.

Indeed it won't be. Purists may disagree, but we think this car is infinitely better than it was the day in 1967 it rolled off the Lynch Road assembly line.





LANGLEY GOOD TIMES CRUISE-IN

Sept. 12, 2015, Langley, BC

Photos by Terry Denomme

One of the largest one-day car shows in Canada takes place annually on the streets of downtown Langley, BC. It's a show CHR never misses and there is a good reason: the diversity and quality of cars at this show is incredible and the only issue I ever have is there isn't enough time in the day to get a good look at all of them. There were some 1,400 cars registered for this year's show.

The Langley Good Times Cruise-In Society is a non-profit organization and all net proceeds from the show go to local charities. This year \$60,000 was raised and for more on the show and the charities that benefit go to <http://www.langleycruise-in.com/>.

As for the hot rods in attendance, check out the next six pages for the vehicles that caught our attention. For expanded photo coverage go to the Gallery section of canadianhotrods.com



We heard as many as 100,000 spectators attended which makes for crowded streets not only in downtown Langley, BC but in nearby Douglas Park where a Concours d' Elegance is also a big draw.





Wally Belt's 1934 Ford was out of Salem, OR while the sinister, fenderless '34 Ford coupe at right was local. JF Launier's 2014 Ridler-winning '64 Riv was onhand as was this very cool, radically chopped late '30s Nash. Below, pole dancing for fitness — we're fans.





Clockwise from top left, a '32 Ford roadster looking killer with black wire wheels, Ron and Johanna Wiebe's Cloverdale, BC-based '34 Ford 5-window coupe, Model Coupe with cool triple deuce carb setup and Artillery style wheels, Model A roadster pickup with SBC power, Bob Linger's gorgeous, 572-ci-powered 1932 Ford 3-window out of Ravensdale, WA. Bruce Brown's (Chilliwack, BC) '31 Ford coupe is hemi-powered with a cool six-carb Edelbrock intake. Killer '34 Chevy coupe.



SHOW COVERAGE: LANGLEY GOOD TIMES CRUISE-IN



Seemed to be a lot of very nice '37 Fords at the show and from top down that included this '37 Ford convertible, a bagged '37 Ford coupe and a flamed '37 Ford Minotti glass body car.



Not only is this 1936 Dodge 4-door rare, it rides on air and is powered by a Mopar Big Block with crazy custom made headers. Really cool car out of Langley, BC.

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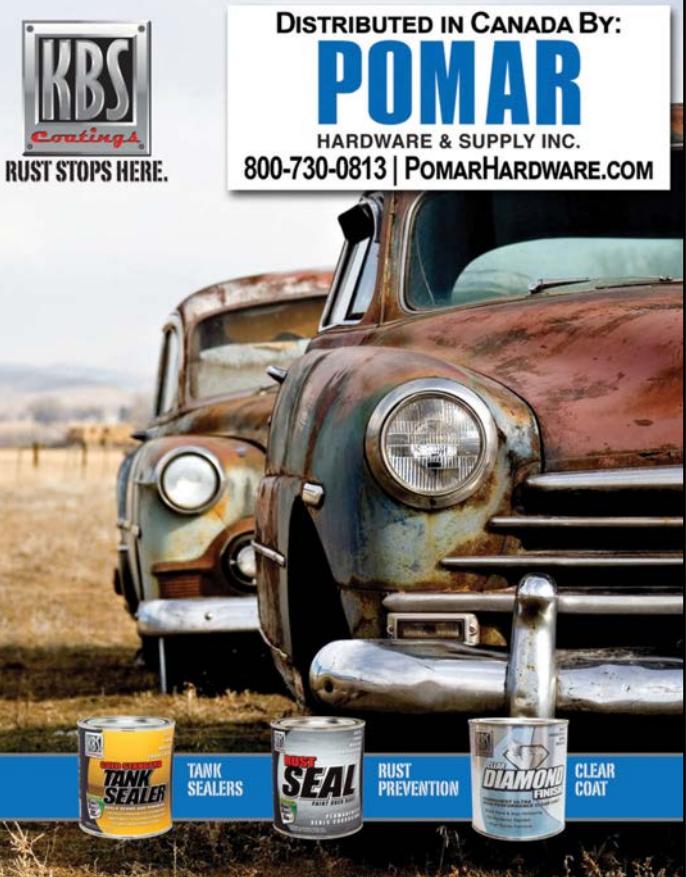
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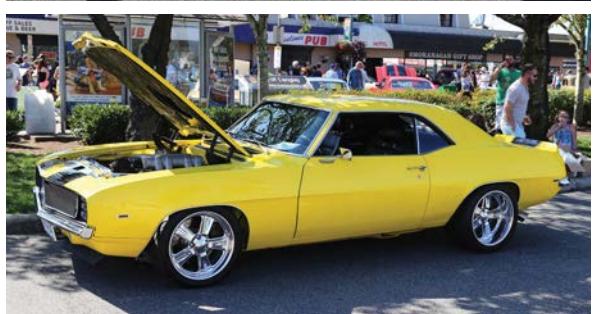




Mustang coupes don't get the same respect of their fastback siblings but here's a couple Pony cars we'd love to own. Above is a 1968 Mustang coupe of Rags to Riches Top Shop in Surrey, BC while below this lime green coupe was a stand-out.



Kaotic Kustoms built '63/64 Nova SS convertible with LS Chevy power under the hood. Below, love this '65/66 Corvette coupe and slammed 4-door '58 Chevy.





This show really scratched my pickup and wagon itch. Some of my favourites included, above, this 409-powered Chevy pickup, a 1957 Pontiac Safari wagon and a snazzy 2-tone '56 Chevy wagon.



CALIFORNIA

STORY AND PHOTOS STEPHAN SZANTAI

Inspired by several hot rods recently built in California, Steve Green has been the architect behind a couple of project cars well-known within B.C.'s Fraser Valley. His latest endeavor involves this period-correct 1930 Model A, which has many traits in common with the jalopies from the 1930s and '40s.

Hot rods and customs built over 40 years ago continue to feed the creative mind of today's gearheads; so much so that various car clubs around the world cater only to the owners of era-correct (a.k.a. "traditional") vehicles. One such group, the Choppers, hails from Burbank in Southern California. These guys love the early days of the hobby and most of their rides would have been right at home in 1950's era magazines.

In turn, these same cars contribute to the development of the hot rodding edifice by inspiring enthusiasts such as Steve Green out of Mission, BC. "I became familiar with the Burbank Choppers several ago, as they were making headlines and getting a lot of ink in magazines," says Green. "Their style and taste for period-correct hot rods really resonated with me. I read as much as I could find on early hot rods and the pioneers who built them. It was new to me and I was fascinated by it all."

Then again, Green wasn't new to the rodding scene in general, having wrenched on a '36 Ford truck that some of you might remember. This one was inspired by another Californian milestone car, Rudy Rodriguez's '35 Ford pick-up, which became a hit thanks to its nasty attitude mixing a chopped top, plus a shortened box and frame. "After selling my Impala, I went to build my own 'Rudy truck', armed with a magazine article and a few ideas", continues Green. "I bought a MIG welder and angle grinder; then cut the old Ford up and stitched it all back together in my basement garage – a steep learning curve."

This was followed by a 1932 Ford coupe project but by 2011 he became frustrated with the Deuce. Nothing seemed to run smoothly, so he shelved the project until he felt the urge to wrench once more but it wasn't the Deuce he went back to. Using components he had gathered from all over the West Coast: A '30 body from Washington State, a complete hood from BC and a '32 truck grille shell from California Green delved into a new traditional project. "At first, I thought I would just weld in a few patch panels, get the body squared up and back in shape. But everything was coming along so well that I decided to keep on going and finish it up. It had to be period-correct with almost no compromise."

Amazingly, the various pieces of sheet metal happened to display matching colors and patina, so Green simply clear-coated them for protection.



1940s era Electroline taillights.

CONNECTION



The vintage Mobilgas sticker on the firewall is a pretty cool addition. "It was very delicate and I tore it when I tried to place it," says Green. "So I just made it work and clear coated it. I was upset at first, but I decided it looked cool anyway."



The build involved making a new floor that was kicked up in the trunk to match the reshaped Model A frame, while the windshield and stanchion posts were cut down 3-1/2 inches. The chassis welcomes a '32 K-member, as well as an original '32 heavy axle, dropped with a home-made jig by a friend. More Ford parts come in the shape of '34 wishbones, '39 spindles, '35 Houdaille shocks and '40 Ford juice brakes. Green lucked out and found an old chromed draglink that he connected to a '48 F1 steering box. Out back, he used a '36 Ford Banjo rear end with '36 torque tube and '40 rear brakes.

The cockpit can be best described as basic, being simply adorned with '35 Chevy sedan buckets (or what's left of them!), plus '40 Ford truck gauges and housing. A '36 Ford steering wheel turns '35 wire wheels dressed with 4.50-16 and 7.50-16 Coker rubber. The exterior has also been enhanced with stock Model A headlights on a '32 headlight bar, whilst '40s Art Deco Electroline marker lights reside on each side of a vintage BC license plate.

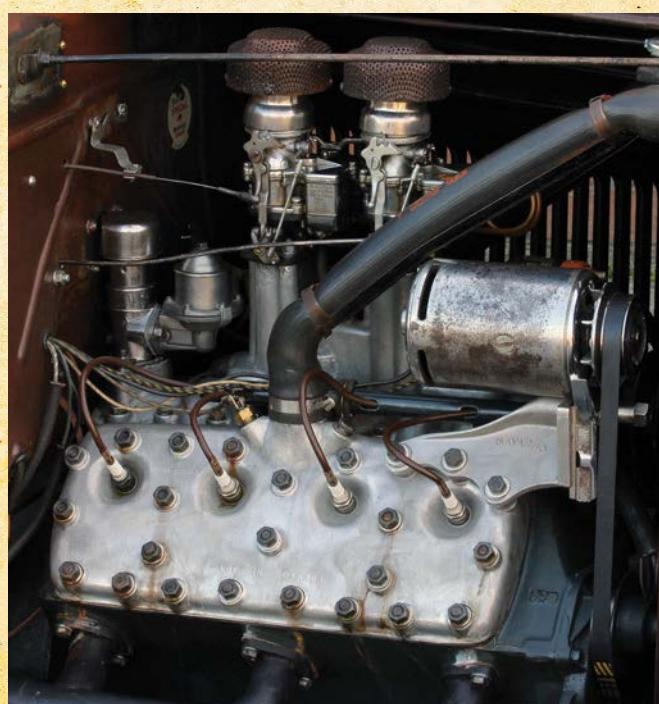
Under the louvered hood is a factory relieved 1939 Mercury Flathead V8, with an interesting story. "It was pulled out of an old hot rod back in the '60s to make room for a small block Chevy," says Green. "The 239ci Merc engine sat around, untouched, for over 40 years. All I had to

do is freshen it up with new stainless valves, new rings and a custom ground camshaft." A Thickstun aluminum high-rise manifold is topped with old chrome Stromberg 97 carburetors. The air cleaners were swap meet scores and Green used copper pot scrubbers as filters, which works well in his opinion. He is especially happy to have found stock Canadian Ford aluminum heads: "They fit the build perfectly, as they were sought-after in the '40s by racers who couldn't afford the more expensive aftermarket heads." The motor additionally welcomes owner-made headers connected to '36 driveshaft tubes, plus a vintage 6-volt generator run in conjunction with an Echlin coil – it uses a light bulb as resistor. Horsepower travels through a '39 Ford gearbox, in addition to a NOS Hayes Racing clutch activated by a '34 Ford pedal assembly.

"I've learned a lot over the years and met a ton of great people in the hobby," says Green. "I am especially thankful to the generosity from all my friends – and thanks to the early pioneers for inspiration, too!" His Model A has proven to be a great, reliable driver; but our resourceful gearhead is already thinking about that stalled '32 project.

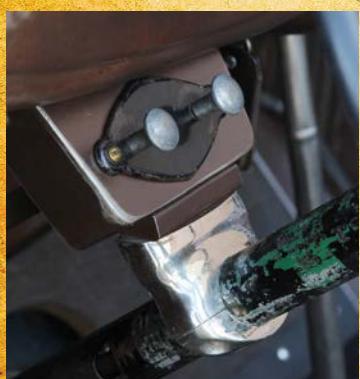
Look forward to seeing it on the road as well.

CHR



The Made In Canada aluminum Flathead heads are slick vintage pieces as is the Kralinator Products Oil Conditioner and Eichlin 6-volt coil.







PARTS LIST

Owner: Steve Green, Mission, BC

Year/Make/Model: 1930 Ford Model A roadster

Builders: Steve Green

BODY & PAINT

Steve describes the color of the mostly stock "A" shell as "enhanced Mother Nature rust brown with some original black". Clear coat and wax help to extend its life. He installed the lower patch panels and floor pans, while the windshield frame was chopped 3-1/2 inches, and the hood top and deck lid received a few dozen louvers courtesy Flat Nasty Customs. Other exterior amenities include a '32 truck grill shell, '32 headlight bar, Model A headlights, 1940s Electrolite taillights and a Hollywood license plate lamp. A 1960 VW Bus gas tank ("it was free!") sits in the trunk.

CHASSIS & SUSPENSION

The stock Model A frame with a 5-inch kick in the rear has been fitted with a '32 Ford K-member. Up front, the drilled '32 Ford heavy axle was dropped 1-1/2 inches by Flat-Nasty Customs and Steve, who then installed an assortment of Ford components: '34 wishbones, '39 spindles, old chromed draglink connected to an F1 steering box (with Model A flange) and '40 drum brakes (with drilled backing plates in front). The original 19-inch rims were replaced with 16-inch wires from a '35 Ford, equipped with Coker Deluxe Champ tires measuring 4.50-16 and 7.50-16.

ENGINE & TRANSMISSION

Displacing 239ci, the 99-style 1939 Mercury flathead bored .040 inches features a compression ratio of 8-to-1. Inside the factory relieved block, Steve installed Grant piston rings and a custom-ground 3/4 race Ford camshaft. Check out the "Made In Canada" aluminium Ford heads – such great pieces. Other vintage goodies include the Ford distributor with crab-style cap and a very old Echlin 6 volt coil with light bulb resistor and brass heat sink. Induction comes courtesy of dual Stromberg 97s bolted to an early Thickstun PM7 manifold. The homemade headers flow into modified '36 Ford drive shafts. Interestingly enough, the oil filter top was nickel-plated by Steve in a Crock-Pot, using vinegar, guitar strings and a 6-volt battery! Finally, the '39 Ford 3-speed top-loader connects to '36 Ford components: Banjo rear end, torque tube and radius rods.

INTERIOR

The dash houses a '40 Ford gauge cluster flanked by a cool Cad-LaSalle V8 emblem. Steve keeps his hands busy with a '36 Ford steering wheel and a '39 Ford shifter, topped with a skull knob he made in high school back in the '80s. The bare '35 Chevy sedan seats received custom upholstery and a military gas mask pouch serves as storage compartment on the side of the cowl. Last but not least, the home-made harness utilizes vintage cloth wiring from an old elevator. Good ol' hot rodding ingenuity at its best!





Text & Photos courtesy Barry Barker

Lulubelle

The inspiration for the name "Lulubelle" came from the 1943 movie "Sahara" in which the late Humphrey Bogart starred as the commander of an M3 Lee medium tank nicknamed "Lulu Belle". My friend Marty, who resides in Hamilton, ON liked the name and decided that one day that nickname would be given to one of his cars.

Marty has owned, modified or restored many cars over the years, but his "Lulubelle" came as a swap meet find a few years ago. The Model A 5-window coupe was not in pristine condition when Marty found her, she was not even complete but he sure finished it up nice. The top has been chopped four inches and the body set on a new, owner built 2x4 rectangular tubing frame with traditional buggy sprung suspension. Braking has been upgraded with Buick finned aluminum brake drums on all four corners. Covering those are Ford steelies with baby moons, trim rings and wide whites. The body has been dipped in hot rod suede black with owner applied flames and additional pin striping by Mouse. Guide headlights keep the road ahead bright at night while '46 Chevy taillights bring up the rear.

Power comes from a 1949 Mercury flathead Offenhauser aluminum heads and intake sporting a trio of Stromberg 97's. A scrap yard S10 5-speed was adapted to the flathead and a '46 rear end transmits the power to the pavement.

The bench seat came from a Dodge van.





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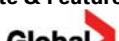
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Homebuilt T-Bucket

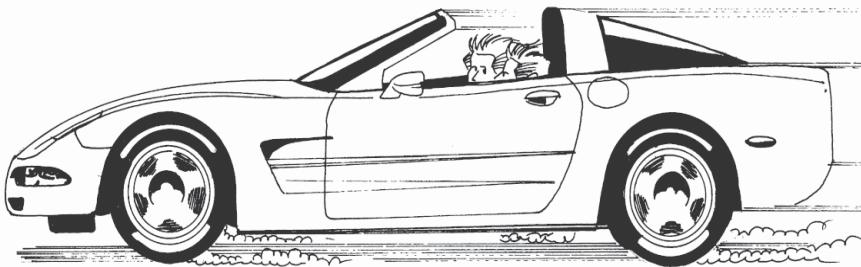
BC's Dave Hiebert built this fiberglass 1923 T-Bucket in his home garage and except for the upholstery, did all the work himself. Body mods includ widening it 4" and lengthening it 5". The engine is a 472 Cadillac with a Turbo 400 transmission. Colour is Alpine Green. The interior includes heated MG seats with a left side "suicide" shifter. Fuel tank is an 18 gallon aluminum unit.

Tires out front are 185/75-14 while out back they are 235/75-15s.



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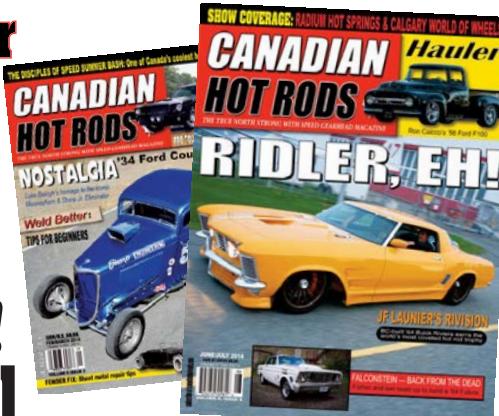
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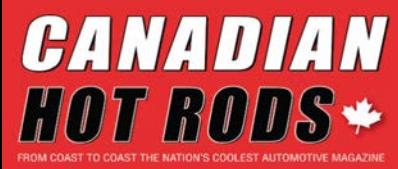
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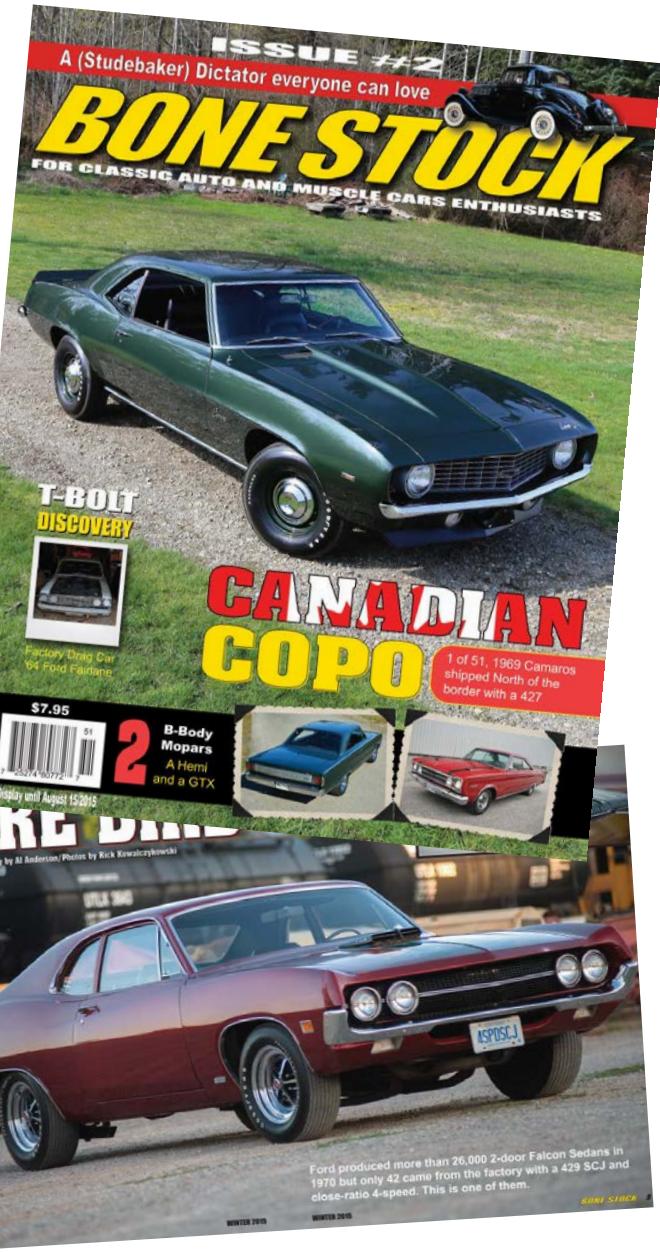
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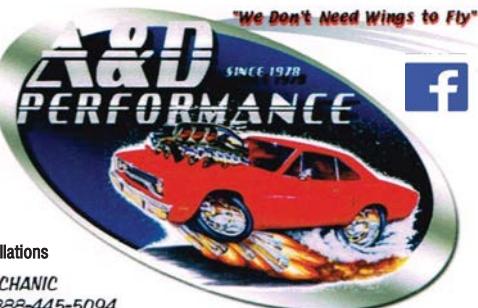


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SNOOPY REVEALED!

Photos by Monique Sache/Story by Terry Denommé & Jeremy Callahan

Originally conceived and built between 1960 and 1962 by two Sault Ste. Marie, ON teenagers this '31 Model A was has been in storage since 1970 but thanks to the persistence of Jeremy Callahan it's back on the streets and unlikely to go into hibernation again

OK, let's get the Snoopy handle out of the way right off the bat. Back in the late 1960s, this '31 Model A was owned by Matti Perttiläinen (the car's third owner) and his friend (the car's fourth owner) of the comic strip character Snoopy. Whenever she was riding shotgun with Matti more times than not she was wearing her favourite Snoopy t-shirt and so around Sault Ste. Marie the car soon became known as Snoopy.

In 1970 Snoopy's 1932 (or '33 or '34) 3-speed manual transmission gave up the ghost and the car was parked. For 44 years.

Matti sadly passed away in the early 1980s and Olli, who became the car's fifth owner, held on to the car but could not bring herself to sell it. Until 2014 that is. That's when Callahan comes into the picture. Actually, it's more accurate to say that's when Callahan became the car's fourth owner. He'd known since he was 17 about a long dormant "hot rod" Ford owned by a widow who wouldn't sell the

car. "I was working part-time after school at a bodyshop and one time at break we started talking about our dream cars and I mentioned I wanted a hot rod 5-window Ford coupe," says Callahan.

"We should tell him about that old '30s-'60s built hot rod that widow has here in town," says one of the older guys in the shop. "She refuses to sell it, been sitting in a garage untouched for years." The guy thought it was a Model A, but one of the other employees thought it was maybe a '32 Ford. "Many have tried to buy it from the widow and she won't sell." Callahan remembers reading the story was in good condition but two years later, around 1994, he was at a car show when a friend's dad confirmed there was such a coupe locked away in a garage in town. "But it was still something of an urban legend," says Callahan. "Anybody who knew about the car's location were obviously not willing to share much info."



Callahan with the Snoopy coupe at this year's Jalopy Jam Up that took place August 14-15 at Frontier Ghost Town in Durham, ON. Opposite page is the coupe the day Callahan pulled it out of the garage it had been kept in since 1987. Before that the car was stored since 1970 in the third owner's parent's garage. The coupe's front wheels were seized as was the Flatthead but it turns out it didn't take much to unseize it.

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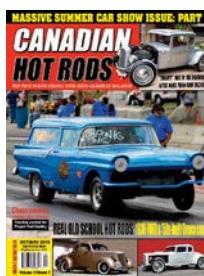
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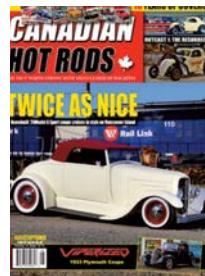
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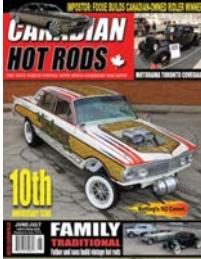
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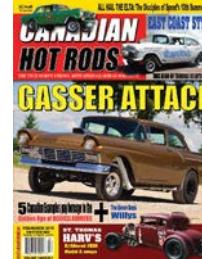
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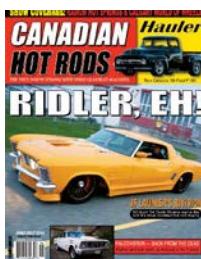
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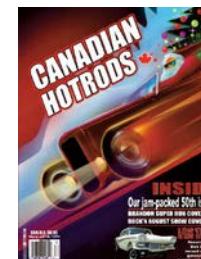
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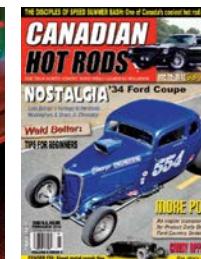
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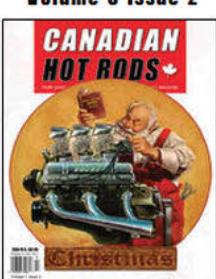
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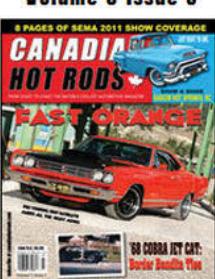
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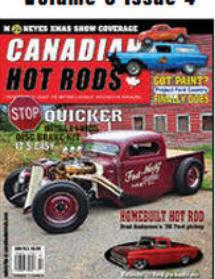
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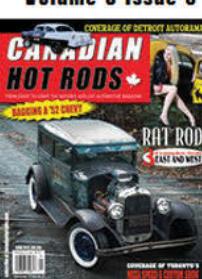
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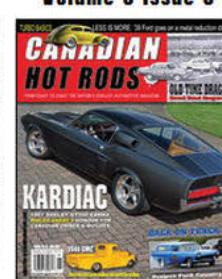
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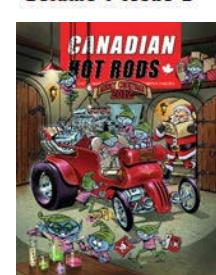
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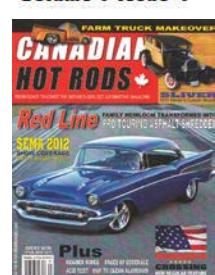
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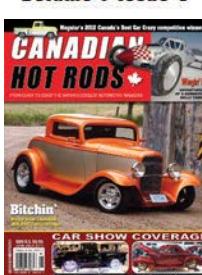
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the swing pedal assembly for the car was from a 1954 Ford and that the roadster's 1952 Ford tail-light assemblies with Olds bubble lenses were "a compromise as I wanted '54 Ford lights with slightly different Olds lens grafted onto them."

The earliest shot we have of what looks like the complete roadster, then painted green, is dated April 1955 so it's possible it was finished in late 1954 but definitely the car was being driven and shown in 1955. By then Davies was a member of the Piston Pushers, then the Auto Modifiers and in 1957 the club launched the Autorama Rod & Custom show. The show and the club still exist today. (The club was also instrumental in forming The Ontario Timing Association which started overseeing races at Kohler Airstrip in Cayuga in 1955).

By 1958 Davies was 24 and his roadster was red and running what looks like 1930-31 Model A wire wheels and this is when he sold it for the first time. "I had launched into a newspaper career and in '58 I was married. When the need for a house manifested itself....the roadster had to go. It had cost me some \$2,500 dollars to build and I believe I sold it for around \$1,500." The car was sold out of town and Davies lost track of it but in 1960 he and his buddy Dan Cook got talking about it and wondered where the car was. Davies remembered that the guy who bought it had parents who owned a motel in the nearby beach community of Grand Bend, ON.

"One winter day curiosity got the better of me and Dan and I drove up to The Bend to see what we might find," writes Davies. What they found, when driving behind the first motel they came upon, was the roadster "topless as always, dilapidated and filled with snow." A quick deal was made and Davies brought it home, cleaned it up and got it running and promptly sold the car again, this time for a profit. "I can't remember what I sold it for but can recall a \$500 profit split two ways." The car was sold to club member Joe Jackson, who chopped the windshield about 2.5" something Davies had contemplated back when he first channeled the car. He had originally intended to cut the windshield down to about 8" total height but after channeling the car his chin was just above the stock height windshield so he abandoned the idea. Jackson eventually sold the car, to whom Davies isn't sure but he knows that it did end up with Stratford, ON's Bruce Gibbs who kept the car in storage for decades.

Davies moved on from the roadster and owned other cars through years and in 1983 moved to Australia where, among other entrepreneurial efforts, he opened up Street Rods Australia, building cars that regularly appeared in Australian Street Rodding magazine.

In about 1991 Jerry, still living in Australia, came to Canada for a visit and he and his son Brad found Gibbs and approached him to buy the car.

"It was apart but everything was there," says Brad



Davies. An offer was made but a deal couldn't be done and though they had asked Gibbs to let them know if he got serious about selling it, the car was sold to Samss in 1993.

Samss brought the car to Georgia and eventually contacted Davies for advice on a restoration effort that included the majority of the roadster's 1950s mechanical parts. No body modifications were made to the car and except for upholstery, exterior colour and the wide whites and steel wheels, this is the car Davies and friends built in the early 1950s.

Davies was able to buy the car back in 1999 and it was kept at his son Cary's place in New Town, Pennsylvania. Davies moved back to North America around 2005 and in 2010 decided to move back to London, ON and the roadster came back with him.

Brad Davies was ecstatic about the return. Of his three brothers, he was the one who really caught the hot rod bug from his dad. Being born in 1963 meant he didn't have any

memories of the roadster but says while he was growing up his dad talked about the car all the time. "He always had sort of interesting or exotic cars," says Brad.

Upon its return in 2010 the roadster was driven to a few shows but some mechanical issues, including an overheating issue, meant it spent most of its time in storage. Many people weren't even aware that the car had made its way back to the place of its birth.

About a year ago the roadster was at a downtown London, ON radiator shop having the cooling issue fixed when ELTA President and Southern Ontario hot rod historian Mark Rogerson spotted it. He contacted Brad and learned the car's history. Thankfully Mark put me in contact with Brad who allowed me to photograph the roadster and tell its story. The day before pre-press Brad even found a 13-page letter his dad wrote in 1993 for Samss. I'm not sure if he ever sent Samss that letter but it proved invaluable as health issues meant an interview with Jerry, now 81, was not possible. In reading the letter I was able to get a real feel for the adventure and while I couldn't use as many of his anecdotes as I would have liked thankfully I'll be able to share more in some extended online coverage.

Now that some bugs are getting worked out Brad certainly intends to drive the car but he is also aware he's become a caretaker of a family legacy. "My brother drove it a bit in Pennsylvania but never really tested it out and I'm not sure how hard I'll ever push it. It's become one of those things where nobody wants to hurt it or be responsible for (breaking) it.

He does know that despite cosmetic changes that aren't true to the original build, he wouldn't change a thing.

"I kind of feel it's now the way dad wanted it, with the scallops and the way it sits. As crude as it looks to a young guy looking at it now I just think it's awesome."

Yep, it is and now that the car is back where it belongs, that's the way it will stay.

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